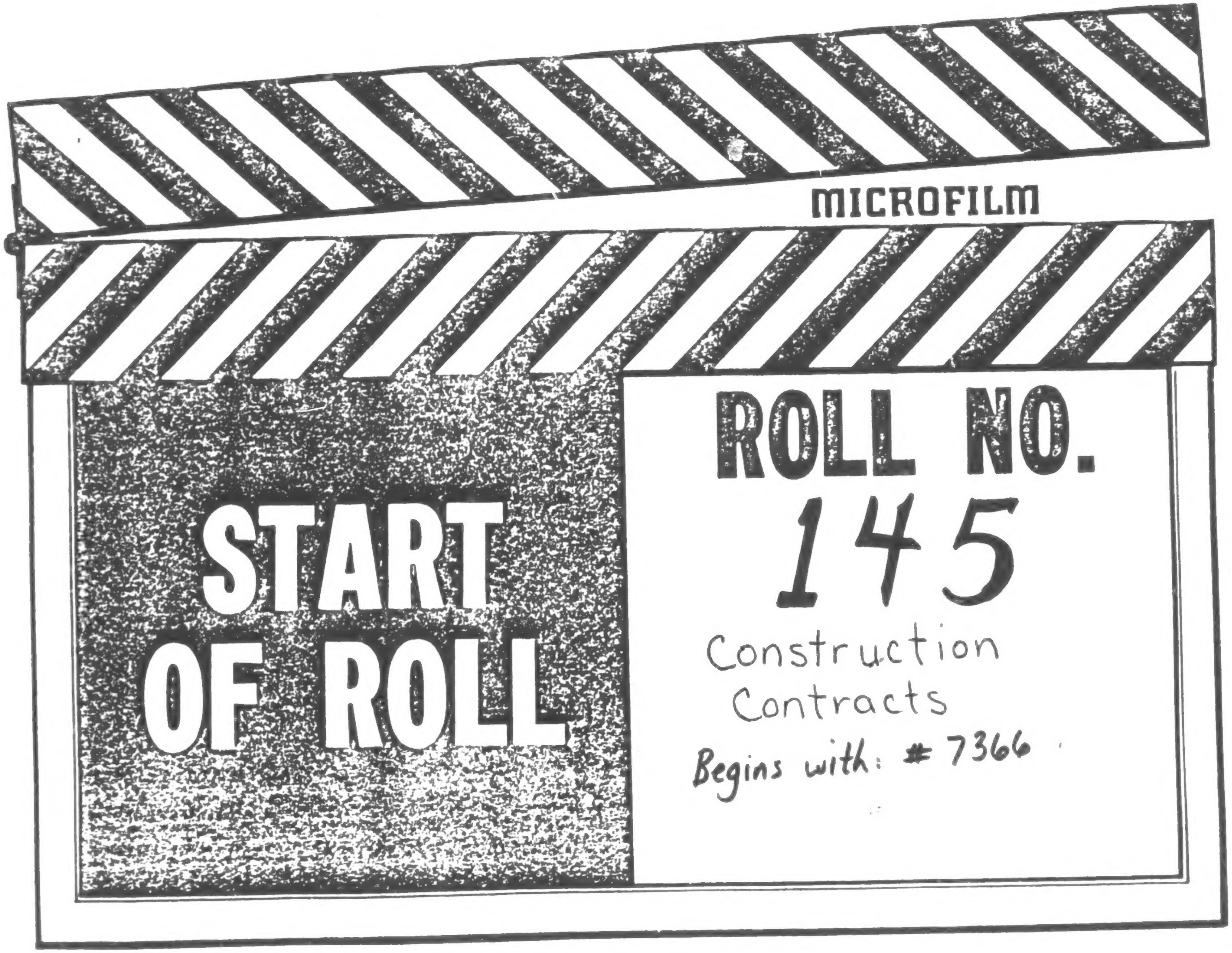

START OF ROLL

ROLL NO.
145

Construction
Contracts
Begins with: #7366

I-80N-6(44) LaGrande Section, of the 1970
263 Old Oregon Trail Hwy., in
#7366 LaGrande. (McAlister U'Xing)

RR-
687

7366

5

OREGON STATE
HIGHWAY DIVISION

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

H. S. COULTER

December 10, 1973

E. R. Ferguson
Vice President
Gordon H. Ball, Inc.
Box 897
Renton, WA 98055

Dear Mr. Ferguson:

RE: La Grande Section Contract No. 7337
Old Oregon Trail Highway, Union County
Settlement of Claims

This will acknowledge receipt of your request for additional review of claims on contracts nos. 7337, 7366, and 7367.

It appears that the claims you wish to review are the same claims that we have been over with you on several occasions and rejected. If a review would be just a rehash of information previously submitted, it is my opinion that such a meeting would be a waste of time. If, however, you have new information to substantiate your previous claims or if you have new claims that have not been heard, we will be very happy to listen.

I have to be in Salem for a meeting on January 16, 1974. If it is agreeable with you, I could arrange a meeting for either January 14 or 16 in Salem. If these dates are not acceptable, I would suggest a later date in La Grande.

Sincerely,

Wendell E. Schwartz
Regional Engineer

cc H. S. Coulter w/attach
C. T. Keasey "
C. O. Fredrickson "
Alfred Shirley "

RECEIVED
DEC 12 1973
Office of
Assistant State Highway Engineer

S RE ☐ RCE ☐ RBE ☐ RME
L ROE DEC 10 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Gordon H. Ball, Inc.

December 6, 1973

Mr. W. E. Schwartz, Regional Engineer
Oregon State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

Subject: Oregon State Highway Contract 7337
Settlement of Claims

Dear Pat:

Reference is made to our letter of August 20, 1973 and to our last meeting in your office on November 20, 1972. Unfortunately due to the unusual demands of our 1973 construction season we have not had a chance to finalize our outstanding claims. It is hoped in the very near future we will be able to satisfactorily resolve these outstanding differences. Basically, in review, we would like to summarize and present additional claim data on the following:

Time extension on Contract 7337, LaGrande
Railroad flagging claims on Contract 7337
Bolt extension in lieu of grinding on decks, dice rock, compaction and AC non-specification material on Contract 7337, LaGrande

Time extension on Contract 7366, McAlister Undercrossing
Price Agreement #3 (30301) $1,000 stressing steel on Contract 7366, McAlister Undercrossing
Grinding bump on bridge deck on Contract 7366, McAlister Undercrossing

Time extension on Contract 7367, Hot Lake Overcrossing
Railroad flagging claims on Contract 7367
Railroad track protection claim on Contract 7367

A DILLINGHAM COMPANY
BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

Please contact me with a time and place it would be convenient to meet. If you plan to be in Portland or Seattle area perhaps this would be most convenient, otherwise we would be happy to schedule a meeting in LaGrande.

Very truly yours,

GORDON H. BALL, INC.

E R Ferguson

E. R. Ferguson
Vice President

ERF:mls

7366 7-19-73 5

LG LRW 59 7-19-73 2-10 PM

WE SCHWARTZ

I HAVE DISCUSSED MR RENNELLS APPEARANCE AS WITNESS IN SUIT ABOUT FATALITY ON GORDON BALLS LAGRANDE BYPASS PROJECT WITH JACK SOLLIS.

IT WOULD BE APPROPRIATE FOR US TO COOPERATE WITH TEXX PARTIES AND PROVIDE ANY INFORMATION WE HAVE. IN LINE WITH THIS, IF BOB IS WILLING TO APPEAR AS A WITNESS IN CALIFORNIA, THE HIGHWAY DIVISION HAS NO OBJECTION TO HIM DOING SO.

H S COULTER

NOTED
H.S. COULTER

NN

LG DID YOU RECEIVE GA

YES THANKS

¾&9

G

STATE COPY
1-9-73

RECEIVED
JAN 1 0 1973

7366

OSHD
Region
Wash DC

Nichols, Area Engr

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 14	COUNTY Union	DIVISION Oregon
DATE OF REPORT 1-9-73	REPORT MADE BY D. L. Hoyes, Hwy Engr Trainee		PROJECT NO. I-80N-6(44)263
COMPLETION DATE April 14, 1972	ACCEPTANCE DATE BY CONTRACT AGENCY June 28, 1972	TIME ELAPSED 132 %	CONTRACT TIME 443 cal days
APPROVED EXTENSIONS 6 days	LOCATION Located at the crossing of the LaGrande Section of I-80N and McAlister Lane approx. 1 mile south of LaGrande, Ore.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT
JAN 1 2 1973
REGIONAL OFFICE

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy Bridge Constr. Young 1-16-73

MC ALISTER LANE UNDERCROSSING
LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Structures

This project provided for the construction of a post-tensioned reinforced concrete structure, drainage, and signing.

The final cost of the project including engineering and contingencies was $523,496.59 for an underrun of 14.9%. Documentation included in the project file adequately justifies the underrun of this project. There were no other significant overruns or underruns on contract items performed.

All the required supporting documents have been submitted.

The contractor was assessed liquidated damages for an overrun in contract time of 102 days at $150/day for a total of $15,300.

RECEIVED
JAN 16 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JAN 12 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE R. A. Nichols	SIGNATURE G. L. Green Original Signed By VERNON V. CUSACK Engineering Coordinator
TITLE Area Engineer — 1-15-73	TITLE Division Engineer — DATE JAN 11 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

RECEIVED
JAN 11 1973
FOR FILING

7366

1-8-73

SUMMARY OF 1972 CLAIM REVIEW BOARD ACTIVITIES

The Board met 13 times during the year and seven of these meetings were with contractors to hear claims presented in the total amount of $539,619. The largest of these concerned the Fremont Bridge Piers and this claim had been pending since 1970 meeting with the contractor.

The remaining six claims were all new presentations. At the end of the year, the Board had taken a position on all of them and has no unfinished business before it at the present time.

Three claims were denied in their entirety.

Settlements were secured on three claims. Total amounts specifically claimed on these three was $82,572. Compromise agreements were reached on these three claims totaling $45,407 or 55 percent of the amounts originally claimed. A list of the 1972 claims is attached.

Contractors chose to carry two of the claims from the year previous (1971) on into court actions. The Fountain Slide claim trial was held in 1972 and the State's position was upheld in that the court allowed the contractor nothing. The Wilsonville (Lord Bros.) claim has been filed in court with a trial expected some time in 1973.

Since its first meeting in October, 1967, the Claims Board has heard disputes involving 38 highway contracts.

John A. Bond, Secretary
Claims Review Board

RECEIVED
STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

JAB:fw
Attach.
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. I. Lindas
V. E. Skoog

1972 CONTRACT CLAIMS
SUBMITTED TO CLAIMS REVIEW BOARD

Contract Number	Section	Claim Amount
7124	Fremont Bridge Piers (2nd presentation) Denied. (carried over from 1970).	$242,922.69
7610	Eastside (Isthmus Slough) Bridge Settled for pro-rated steel tonnage correction = $7,530.66 + $6,967.77 as requested.	Wanted a force account basis to finish plus $6,967.77 for added work.
7555	Longview Interchange Section Compromise settlement for $30,000 plus time extension.	$ 62,388.18
7323	Sunset Highway-Beaverton Denied	$143,087.00
7627	Nehalem Bay State Park Settlement for $8,439 and terminate contract.	$ 13,216.00
7366	McAlister Lane U'Xing Paid $429.83 on one part; denied rest.	$ 40,281.68
7577	Siletz River (Kernville) Bridge Denied.	$ 30,756.08

JAB:fw
January 6, 1973

5

RECEIVED
DEC 4 - 1972
FOR FILIN.

7366

December 1, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Extension of Time, Contract No. 7366
LaGrande Section (McAlister Lane)
Old Oregon Trail Highway (I-80N)

By letter of July 24, 1972, Gordon H. Ball, Inc., contractor for the construction of the structure on the subject section in Union County, Contract No. 7366, was granted a six-day extension of time without assessment of liquidated damages and was assessed liquidated damages for 102 days at $150 per day, a total of $15,300.

The contractor has made a supplemental request for a 105-calendar-day extension of time without assessment of liquidated damages but has not presented any new evidence or facts that were not considered in the original request.

On this basis, I have denied the contractor any additional extension of time in accordance with authority given me by you. This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
Tom Edwards
F. B. Klaboe
W. J. Hart
V. E. Skoog
L. H. Young
V. L. Gallagher
W. E. Schwartz
Gary Ross
Gary Sund

RJW:dh dps

RECEIVED
DEC 4 1972
FOR FILING

7366

December 1, 1972

Gordon H. Ball, Inc.
P. O. Box 659
Kent, Washington 98031

Gentlemen:

The State Highway Division has considered your request for an additional 105 days to complete Contract No. 7366 for the construction of the LaGrande Section, McAlister Lane Undercrossing on the Old Oregon Trail Highway (I-80N), in Union County.

Careful consideration was given to the reasons you submitted. However, in light of available facts and the provisions of the contract, no extension of time has been granted.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

cc: Tom Edwards
- F. B. Klaboe
- C. W. Head
- L. W. Young
- W. J. Hart
- V. E. Skoog
- L. H. Young
- V. L. Gallagher
- W. E. Schwartz

RJW:dh dps

AEJ

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 26, 1972

SUBJECT:

Request for Time Extension
McAlister Lane U'xing
La Grande Section
Old Oregon Trail Highway
Union County
Contract No. 7366

To: W. J. Hart
Bridge Engineer

SALEM

Submitted herewith is a request for a time extension on the above contract. Attached to the request is a letter from the contractor detailing the basis of his claim. Also attached is a report and recommendation from Resident Engineer Joe Schlieski.

I agree with Schlieski that this request should be denied in its entirety. The first allegation, that time provisions of the contract should be waived because they were structured to accommodate the La Grande By-pass contract which they also had, presents no valid reason for their request. The second allegation, which was rejected by your office as a claim twice and was finally rejected by the Claims Review Board, should be rejected for additional time for the same reasons the claim was rejected.

Wendell E. Schwartz

Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc J. A. Schlieski

RJW discussed extension with Schwartz 11-28-72 relative to a meeting with Ball. He said Ball had offered nothing new.

RJW discussed ext. with FHWA (Nichols) 11-28-72. Nichols concurred that ext. should be denied.

NOTED
W. J. HART

RECEIVED
OCT 27 1972
BRIDGE DIVISION

☒ RE ☐ RCE ☐ RBE ☒ RBS

☒ OCT 13 1972 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 13, 1972

To: W. E. Schwartz
Region Engineer
La Grande

SUBJECT: McAlister Lane U'xing
La Grande Section
Old Oregon Trail
Contract #7366
Request For Time Extnesion

Attached find request for an extension of time from Gordon H. Ball, Inc., contractor on subject contract.

The primary reason given as a basis for an extension of time is the fact that the same contractor was awarded both the La Grande Contract # 7337 and the McAlister Lane U'xing Contract #7366. He feels that the contracts could be integrated with the State suffering no harm or damages. This may be true, however these are two seperate and distinct contracts and it has been my contention through out this project that they should be treated as such.

The other reason stated has to do with a alleged failure on the part of the State in carrying out its obligation and duties in testing the prestress strand. The contractor submitted a claim based on the same allegation which was reviewed by the Claims Review Board on 9/19/72. A letter to the contractor from the Claims Review Board dated 9/29/72 denied the prestressing strand claim in its entirety. If the claim has no basis, I can only assume the contractor has no valid reason for the additional time requested.

A prior request for an extension of time, submitted to Region 5/1/72, on substantially the same basis was reviewed by A. E. Johnson, Assistant State Highway Engineer, with his recommendations forwarded to Glen L. Green, Acting Division Engineer of FHA. In Johnson's letter of 6/15/72 he recommended a 6 day extension of time and the assessment of 102 days of liquidated damages. The State Highway Division in their letter of 7/24/72, concurred with A. E. Johnson's recommendations.

I again can only recommend that this request for an extension of time be denied in its entirety.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Bridge Engr.

cc: Gordon H. Ball, Inc. (Renton, Washington)
file

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

10-2-72

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7366 Contractor Gordon H. Ball, Inc.

Highway Old Oregon Trail

Section La Grande (McAlister Lane U'xing)

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED. The reasons for such recommendation are as follows: SEE ATTACHED LETTER.

Same contractor for one project within the limits of another and delays associated with the testing of post-tensioning strands are not valid reasons for an extension of time. No extension of time granted.

Recommended for Approval:

Wendell E. Schwartz
Division Engineer

R.W. Ellison
Construction Engineer or
for Bridge Engineer

A. F. Johnson
Acting Deputy
State Highway Engineer

Contract No. 7366
Project designation I-80N-6(44)263 (State-Federal)
Date awarded May 1, 1970
Work started June 29, 1970
Per cent completed 100, 6/15/72 (Date)
No. of Workdays Allowed 335
No. of Workdays Used 443
No. of Added Workdays Requested 0

HP-SF-3-724

E-320 (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10-2, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 335 days to 440 days, within which to complete our Contract No. 7366, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

GORDON H. BALL, INC.
Contractor

By E R Ferguson
E. R. Ferguson, Vice President

CONSENT OF SURETY

Date 9-29, 1972

We, ARGONAUT INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
James A. Vick

(SEAL)

Resident Agent

Argonaut Insurance Company

HOME OFFICE • MENLO PARK, CALIFORNIA

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That ARGONAUT INSURANCE COMPANY, a corporation organized and existing under the laws of the State of California, and having its principal office in Menlo Park, California, does hereby constitute and appoint

JAMES A. VICK

of San Francisco, California its true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed, at any place within the United States, or, if the following line be filled, only within the area therein designated

any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

Any such obligations within the United States, in any amount

And said Company hereby ratifies and confirms all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents.

This appointment is made under and by authority of the following Resolution passed by the Board of Directors of said Company at a meeting held at the principal office of said Company, a quorum being present and voting, on the seventh day of July, 1959, which resolution is still in effect:

> "RESOLVED, that the President or any Vice President, in conjunction with the Secretary or any Assistant Secretary, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected Officers of the Company in their own proper persons."

IN WITNESS WHEREOF, ARGONAUT INSURANCE COMPANY has caused these presents to be sealed with its corporate seal, duly attested by its Vice President and its Assistant Secretary, this 28th day of May 19 70

ARGONAUT INSURANCE COMPANY

Vice President

(SEAL)

Assistant Secretary

THE STATE OF CALIFORNIA
COUNTY OF San Francisco } ss.

On this 28th day of May 1970, before me came the above named Vice President and Assistant Secretary of Argonaut Insurance Company, to me personally known to be the individuals and officers described herein, and acknowledged that the seal affixed to the preceding instrument is the corporate seal of Argonaut Insurance Company and that the said corporate seal and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporation.

(SEAL)

NANCY F. STANSBERRY
NOTARY PUBLIC - CALIFORNIA
SAN FRANCISCO COUNTY
MY COMMISSION EXPIRES MAR. 16, 1974

Notary Public

My Commission Expires

I, the undersigned Secretary of Argonaut Insurance Company, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Company, and do hereby further certify that the said Power of Attorney is still in force and effect.

And I do hereby further certify that the Certification of this Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolution adopted by the Board of Directors of the Argonaut Insurance Company at a meeting duly called and held on the 25th day of May 1965, and that said resolution has not been amended or repealed:

> "RESOLVED, that the signature of the Secretary or any Assistant Secretary of this Corporation, and the seal of this Corporation, may be affixed or printed by facsimile to any certificate to a Power of Attorney of this Corporation, and that such printed facsimile signature and seal shall be valid and binding upon this Corporation."

GIVEN under my hand and the seal of said Company, at Menlo Park, California, this 29th

KNOW ALL MEN BY THESE PRESENTS: That ARGONAUT INSURANCE COMPANY, a corporation organized and existing under the laws of the State of California, and having its principal office in Menlo Park, California, does hereby constitute and appoint

JAMES A. VICK

of San Francisco, California its true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed, at any place within the United States, or, if the following line be filled, only within the area therein designated

any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

Any such obligations within the United States, in any amount

And said Company hereby ratifies and confirms all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents.

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> "RESOLVED, that the President or any Vice President, in conjunction with the Secretary or any Assistant Secretary, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected Officers of the Company in their own proper persons."

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ARGONAUT INSURANCE COMPANY

Vice President

(SEAL)

Assistant Secretary

THE STATE OF CALIFORNIA
COUNTY OF San Francisco } ss.

On this 28th day of May 1970, before me came the above named Vice President and Assistant Secretary of Argonaut Insurance Company, to me personally known to be the individuals and officers described herein, and acknowledged that the seal affixed to the preceding instrument is the corporate seal of Argonaut Insurance Company and that the said corporate seal and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporation.

(SEAL)

NANCY F. STANSBERRY
NOTARY PUBLIC - CALIFORNIA
SAN FRANCISCO COUNTY
MY COMMISSION EXPIRES MAR. 16, 1974

Notary Public

My Commission Expires

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And I do hereby further certify that the Certification of this Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolution adopted by the Board of Directors of the Argonaut Insurance Company at a meeting duly called and held on the 25th day of May 1965, and that said resolution has not been amended or repealed:

> "RESOLVED, that the signature of the Secretary or any Assistant Secretary of this Corporation, and the seal of this Corporation, may be affixed or printed by facsimile to any certificate to a Power of Attorney of this Corporation, and that such printed facsimile signature and seal shall be valid and binding upon this Corporation."

GIVEN under my hand and the seal of said Company, at Menlo Park, California, this 29th day of September 1972

Secretary

FID 1105 R-8

STATE COPY 5

cc: OSHD (A E Johnson)
Region
Wash DC

11-14-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

est

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

7366

REGION NO. 10	REPORT NO. 13	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 11/14/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(44)263
IN COMPANY WITH unaccompanied			
QUALITY OF WORK* Satisfactorily	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 132 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

NOTED
A. E. JOHNSON
COPY SENT
NOV 27 1972
REGIONAL OFFICE

cy Bridge 11-28-72

MC ALISTER LANE UNDERCROSSING
LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Structures

The project is completed within reasonable compliance with the plans and specifications.

Acceptance of the project is recommended.

The contractor overran the specified contract time by 108 calendar days. A time extension of 6 calendar days was granted reducing the charged overtime to 102 calendar days. At the present, liquidated damages in the amount of $15,300 are being assessed. It is expected that the contractor will again request additional time and if legitimate reasons for a time extension are given, the State may reconsider additional time.

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR
Info

11-28-72
Johnson
cy Young

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
FOR FILING

7366

Yellow file copy

November 10, 1972

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

A post-final payment for $429.83 will be made to Gordon H. Ball, Inc., on Contract No. 7356 for McAlister Lane Undercrossing on the La Grande Section of the Old Oregon Trail in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $523,248.45 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
cc:
Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Attn: E. R. Ferguson, Manager

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
Wendell Schwartz

5

OREGON STATE
HIGHWAY DIVISION

7366

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 29, 1972

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

ATTENTION: Mr. E. J. Sederstrom

RE: McAlister Lane Undercrossing
Contract No. 7366

Gentlemen:

The Highway Claims Review Board has now completed their review of the two claims which you presented before them at a September 19 meeting.

It is the decision of the Board to sanction payment of the first claim concerning modifications of a sign structure in the amount of $429.83. A Price Agreement will be forwarded to you by our field project people to cover payment of that claim.

The second claim concerning prestressing strands is denied in its entirety.

Very truly yours,

NOTED
F. B. KLABOE

John A. Bond, Secretary
Claims Review Board

JAB:FW

cc: F. B. Klaboe
W. J. Hart
W. E. Schwartz

RECEIVED
STATE HWY ENGR
SEP 29 '72
REFER TO
FOR
Info Inves R/D DIR Sign Act File

5

RECEIVED
OCT 1 - '72
FOR FILING

7366

RECEIVED
STATE HWY ENGR
SEP 26 '72
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1972

SUBJECT: LaGrande Section
(McAlister Lane)
Contract #7366

To: Mr. E. S. Hunter
Asst. State Highway Engineer
OFFICE

NOTED
F. B. KLABOE

The following are descriptions of the methods of test of Prestress Strand as used by (1) the California Materials and Research Lab, Sacramento, (2) Hales Testing Laboratory, Oakland, (3) Washington Materials Lab, Olympia, and (4) Oregon Materials and Research Lab, Salem.

NOTED
F. B. KLABOE

California Materials and Research Lab

Samples of Prestress Strand are cut to the proper specimen length, about 60", and are inserted into the testing machine grips. The Strand is held with a special fine-toothed vee-grip made to California specifications (40 teeth to the inch). The teeth wear with use, permitting the strand to slip. When the slip becomes excessive the grips are replaced.

The testing machine is set up with 35 inches between the grips (24 inches is specified as minimum) and elongation is determined by measuring relative displacement of the testing machine heads. Any slippage in the grips would be recorded as elongation of the specimen. The scale used to measure displacement has 1/4 inch graduations, so each graduation represents 0.71%. The scale is left on through rupture.

The data normally recorded are the ultimate strength and the maximum elongation. On one or two strands per lot a complete test, including yield strength (defined as load at 1% elongation) and modulus of elasticity (E) is determined. The quick test can be run in about 5 minutes per strand.

The Technician, Mr. Jay Folsom, commented that they have had more trouble with Tokyo Rope Strand with border line elongations than they have had with other manufacturers.

CC: Claims Rev.
Board Members
John Bond

RECEIVED
SEP 22 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hales Testing Laboratories, Oakland Branch

Mr. Phil Nishikawa was contacted on September 20, 1972. He was involved in the testing of the strand in question on July 8, 1971.

The Strand is prepared by cutting a 42-inch specimen. The ends of the specimen are degreased with trichloroethylene and lightly sanded to remove oxides. The anchorages used to test 1/2-inch strand are 3/4-inch water pipe 8 inches long, with about 2 inches of the interior surface threaded to provide friction with the epoxy. The plugged pipe sections are filled part way with a 3M epoxy (2 components, equal parts). The Strand is inserted into the pipe and epoxy added to fill the pipe. The epoxy on one end is cured and the process is repeated with the other end of the strand.

Two rates of preparation may be used. The regular rate involves air curing the epoxy; the rapid rate involves an oven cure at 120 to 140 F. If the air cure is used, end one is capped on day one, end two is capped on day two, and an additional curing time of two days is allowed for both ends. Using the oven cure, end one is capped in the morning and placed in the oven. End two is capped in the afternoon and placed in the oven until the next morning, when the specimen is tested. They normally use the air cure method.

The specimens when put in the testing machine have a 24-inch gage length, with about 26 inches between the inner ends of the pipe anchorages. The vee grips used are 6 inches in length and have an 1/8-inch tooth spacing.

Clamps are attached to the strand at the 24-inch gage points and a carpenter rule refill with 1/32-inch minimum graduations is attached to read elongation. (It was pointed out that the testing machine head displacement was not used to determine elongation because of the inaccuracies introduced through slippage in the gripping system.)

The load is applied using a pacer on the machine to gage the rate, but the actual rate used was not known. The load is applied over an appreciable length of time, the whole test taking about 10 minutes to perform.

The elongation measuring tape is left on until rupture of the specimen. Normally the actual elongation at rupture is not determined or reported if it is more than 3.5%. The actual elongation was reported on the strand tested for VSL. The yield strength and modulus of elasticity were not determined on the VSL strand tested.

Mr. Nishikawa commented that Japanese strand is more brittle than domestic strand and they sometimes have difficulty getting the required elongation. It takes great care.

Washington Materials Lab

Mr. Ward Gooding was called on September 20 and I have also seen their test apparatus on several occasions, but not in operation. Washington uses a flexible electrical conduit and epoxy gripping system. The 18-inch long conduit is corked and wrapped with plastic electrical tape to seal it. It is partially filled with an epoxy-sand mixture before inserting the 72-inch strand specimen. Then the rest of the conduit is filled with the epoxy-sand mixture. Setting time of the epoxy is such that both ends may be capped in one day, if started in the morning. The specimen is then ready to test the next morning. If capping is not started in the morning it takes two days to cap the specimen and cure it for test.

The prepared specimen is gripped in the testing machine with 8-inch vee grips with rather large teeth. A 24-inch gage length is obtained by clamping an extensometer on the strand; there is 42 inches between the jaws. A load-elongation curve is plotted electronically showing the test up to the point that the curve flattens off. The extensometer is removed and the test continued to rupture. The ultimate elongation is picked off the curve, or projected if necessary. (This hardly seems satisfactory since when the load-elongation curve flattens off and becomes horizontal, only the elongation is changing. Taking the recorder off at this point means that the most significant part of the elongation will not be recorded, unless the elongation has already passed 3.5%. The curves furnished by Tokyo Rope with their certifications show the curve flattening at elongations of only 1.4%, approximately.)

Washington reports furnished by VSL showed the first 16 reels removed from the McAlister project being used on the Cloverdale Road-Kalama River project, Contract 8759. The material was apparently submitted on September 9, 1971 and reported out on September 27, 1971, 18 days later. Mr. Gooding confirmed that all the strand was accepted.

Oregon Materials and Research Lab

Upon receipt of Strand it is cut into a 6-inch specimen for dimensional analysis and a 42-inch tensile specimen. The remainder is tagged as a back-up sample. If the strand appears to be clean no special cleaning operation is performed on it, since it is supposed to be non-oiled. Internally scored pieces of thin-wall 1/2-inch electrical conduit 6 inches in length are used with epoxy in preparing anchorages for the strand. The epoxy, to which has been added a small amount of sharp sand, has a pot life of about 2 hours at room temperature. The capped conduit is placed in a rack, filled about 1/4 full with epoxy and one end of the strand is inserted into the conduit. The balance of the conduit is then filled with epoxy. If one end is poured in the morning, the epoxy is generally set sufficiently in the late afternoon or the following morning for the strand to be turned end for end and the second anchorage poured. On the third day the specimen is ready to test. During cool weather the specimen may be cured in an oven after obtaining initial set. Applying heat while the epoxy is still fluid is not satisfactory since it expands and bubbles under these conditions.

(Strand is generally considered a high priority item in this laboratory, though there are times when other high priority items take precedence.)

Steel vee-grips with approximately 1/2-inch tooth spacing are used to grip the anchorages. The end of the conduit projects from the grips about 1½ inches. The inner ends of the anchorages are separated about 27 inches, providing room to clamp the specimen with a 24-inch gage length.

The strain at the initial load, 1% elongation for yield strength, and elongations for computing the modulus of elasticity at 50, 60 and 70% of ultimate are determined using a dial indicator reading to 0.001 inch to obtain desired accuracy. After the 70% stress is passed, the dial indicator is removed and replaced with a steel tape graduated in 0.01 foot. This is used to measure the elongation at rupture, estimated to the nearest 0.005 foot. This permits computing the final elongation to 0.25%.

The rate of loading is on the order of 10,000 lb per minute until the dial indicator is removed at about 28,900 lb. The final 15,000 lb load is applied in about 30 sec. The maximum load is read from the tell-tail hand on the testing machine dial.

As I stated earlier, this Tokyo Rope fiasco caused us to do a lot of experimenting with other materials in our epoxy anchorage system. We would have good success with one lot of Tokyo Strand using a particular system, but the next lot of strand tested with this system would have a number of grip failures. It was determined that there were two Tokyo plants and only one of these caused trouble. In July, 1972 we ordered a set of smooth cylindrical grips for about $1000. They were just delivered. The cylinder is slightly smaller than the strand so that the strand is tightly grasped. A glycerine-emery dust slurry is applied to the grip area of the strand so as to provide friction. If this system is successful, we hope to be able to test all Tokyo Strand without grip failures, and do it in 10 minutes rather than three days.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:sb

cc: W. J. Hart
R. C. Conklin

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BU 9-19

RECEIVED
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FOR FILING
7366

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 29, 1972

Mr. E. J. Sederstrom
Operations Manager
Northwest Division
Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

RE: McAlister Lane Undercrossing
Contract No. 7366

Dear Mr. Sederstrom:

This will confirm the rescheduling of your meeting with the Claims Review Board to review your two-part claim on the subject project. The meeting will be held at 1:15 P.M. Tuesday, September 19, 1972 in Room 120 of the State Highway Building in Salem.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

fw
cc: F. B. Klaboe
L. I. Lindas
E. S. Hunter
R. L. Schroeder
V. E. Skoog
W. J. Hart
C. G. Swenson
W. E. Schwartz
John Jenkins

RECEIVED
STATE HWY ENGR
AUG 29 '72
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

Form E-123

BW 8-29

DILLINGHAM

GORDON H. BALL, INC.
A subsidiary of DILLINGHAM CORPORATION
15 S. Grady Way, Suite 418, Evergreen Building
Renton, Washington 98055 - 206 228-6480
Mailing Address: P. O. Box 897, Renton, Washington 98055

August 11, 1972

Mr. John A. Bond
Secretary, Claims Review Board
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Subject: Contract 7366, McAlister Lane Undercrossing

Dear Mr. Bond:

We will be in Salem on August 29, 1972 for our meeting.

Our claims are as follows:

1. "Sign Modification on Structure Sign Mounts". Due to the change in bolt location the structural steel sign had to be modified at a cost of $429.83.
2. "Rejection of Post Tensioning Strands". Strands were rejected by State for failure to meet specification. Additional tests showed them to meet specifications. The result of this rejection caused us a direct cost of $39,851.85.

Very truly yours,

GORDON H. BALL, INC.

Emil J Sederstrom

Emil J. Sederstrom
Operations Manager
Northwest Division

EJS:mls

cc: Bob Ferguson

Routing
Kessey — RECEIVED — Pease E
Bond ✓ B — AUG 14 1972 — Glenn
Walker — CONSTRUCTION SECTION — Litchfield
Johnson — Berg

8-14-72
Copies to
Klaboe
Lenders
J. Hunter
Schroeder
Skoog
Hart
Schwartz
Jw

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AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BU 8-29

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 8, 1972

Mr. E. J. Sederstrom
Operations Manager
Northwest Division
Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

NOTED
F. B. KLABOE

RE: McAlister Lane Undercrossing
Contract No. 7366

Dear Mr. Sederstrom:

This will confirm the time of 1:15 P.M. Tuesday, August 29, 1972 for review of your two-part claim on the subject project with the Claims Review Board. The meeting will be held in Room 120 of the State Highway Building in Salem.

As discussed with you by phone, we need a brief summary of the claims, including their basis and current amounts. I would appreciate having this within a few days and will provide the Board members with copies prior to the meeting.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw
cc: F. B. Klaboe
L. I. Lindas
E. S. Hunter
R. L. Schroeder
V. E. Skoog
W. J. Hart
C. G. Swenson
W. E. Schwartz

RECEIVED
AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
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FOR FILING

7366

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August 14, 1972

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

A post-final payment for $900 will be made to Gordon H. Ball, Inc., on Contract No. 7366 for the McAlister Lane Undercrossing on the La Grande Section of the Old Oregon Trail in Union County as soon as the voucher is prepared.

The total amount paid on this contract will be $522,818.62 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

C. T. Hussey
Walt Hart
V. E. Stang
Attn: John Kerr
W. E. Schwartz

RECEIVED
AUG 16 1972
FOR FILING

7366

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GORDON H. BALL, INC.

A subsidiary of DILLINGHAM CORPORATION

15 S. Grady Way, Suite 418, Evergreen Building
Renton, Washington 98055 - 206 228-6480
Mailing Address: P. O. Box 897, Renton, Washington 98055

RECEIVED
AUG 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 11, 1972

Mr. John A. Bond
Secretary, Claims Review Board
Highway Building
Salem, Oregon 97310

Subject: Contract 7366, McAlister Lane Undercrossing

Dear Mr. Bond:

We will be in Salem on August 29, 1972 for our meeting.

Our claims are as follows:

1. "Sign Modification on Structure Sign Mounts". Due to the change in bolt location the structural steel sign had to be modified at a cost of $429.83.

2. "Rejection of Post Tensioning Strands". Strands were rejected by State for failure to meet specification. Additional tests showed them to meet specifications. The result of this rejection caused us a direct cost of $39,851.85.

Very truly yours,

GORDON H. BALL, INC.

Emil J. Sederstrom

Emil J. Sederstrom
Operations Manager
Northwest Division

NOTED
E. S. HUNTER

EJS:mls

cc: Bob Ferguson

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Pease E
Glenn
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Copies to
Klaboe
Lindan
J. Hunter
Johnston
Skoog
Hart
Schwartz
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PRESIDENT—GLEN McKENZIE, Su rville
VICE-PRES.—ROY SKEEN, La Grande

MEMBERS:
ROBERT CAREY, La Grande
WILLIAM COOPER, Union
BEN ROBINSON, Imbler
LESLIE KEFFER, La Grande
ROBERT WILES, Elgin
GUY SMITH, North Powder
MERRELL CONLEY, Cove

UNION COUNTY
PLANNING COMMISSION
ROOM 220 * * FEDERAL BUILDING
P. O. Box 760
LA GRANDE, OREGON 97850

KARL R. STONE, Administrator
Phone 963-2127 Ext. 9

COUNTY COURT MEMBERS:
EARLE MISENER, Judge
RUSSELL ELMER, Alicel
ROLAND SCHAAD, La Grande

files

RECEIVED

7366

August 9, 1972

copy in 7367

Mr. Floyd Query
Secretary, Highway Commission
121 State Highway Building
Salem, Oregon 97310

Dear Sir:

We have received two complaints against Gordon Ball Construction in Union County where it is felt that contracts were not complied with.

Mrs. Lester McClune complained of damage to her fence line approximately $100 by digging too close to the fence. The ordinance says there shall be no excavation within 30 feet of the McClune boundaries.

We are enclosing a letter from Mr. Don Jordan concerning the second complaint.

Before these files are closed we want these matters looked into and reconsiled.

Sincerely yours,

Karl R. Stone
Karl R. Stone, Administrator

Enclosure

cc: Richard Feller
Gordon Ball
Mrs. Lester McClune
Don Jordan
Mr. Schwartz

Aug 11
Mr. Stone
I am referring your letter to Mr. George Baldwin, Highway administrator for such action as is necessary - also Jordans letter.
Floyd Query

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AUG 11 1972
OREGON
STATE HIGHWAY COMMISSION

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AUG 11 1972
OREGON
STATE HIGHWAY COMMISSION

Cy to Stone & Baldwin

La Grande Oregon
August 5, 1972

Union County Planning Commission
Room 220 Federal Building
P.O. Box 760
La Grande, Oregon

Att: Karl Stone

Dear Mr. Stone,

April 16, 1971, The Union County Planning Commission granted to Lloyd Hill, F.H. Hill and Marjorie L. McClure a conditional use permit for removal of top soil from property they owned, and subsequently sold to Gordon H. BaLL, Inc., This property is generally located by County Road on the West, Cove Ave. on the North and Highway 80-n on the East.

To quote the Conditional Use Permit granted, beginning with line 11;

QUOTE: "Permission is hereby granted to the applicants to use all of that real property in the industrial zone described in the attached exhibit so as to reclaim the level of the property, so as to make it more suitable for agricultural purposes and industrial uses, which includes the removal of top soil in a workmanlike and uniform manner. This use shall expire 365 days after the date hereof, but the removal of top soil to be limited to 130,000 yards with an average depth of removal amounting to 1.64 feet as specified in presentation of application and accompanying maps." END QUOTE

The top soil on the above property was removed by Gordon H. Ball, Inc to a depth of 3 to 6 feet which is in direct violation of the conditional use permit. I would estimate that well over 300,000 yards of top soil was removed from the property, which totally destroyed it for agricultural purposes.

You will recall that prior to the granting of this permit, Gordon H. Ball, Inc. and the State of Oregon solemnly pleged "there will be no unsightly holes left along the freeway and that the State would strictly enforce these rules and regulations". It would appear that again our trusts have been violated.

I bring this matter to your attention for the consideration of the Planning Commission and the District Attorney for action necessary to correct violations of the above Conditional Use permit as issued.

Settlement with Gordon H. Ball should be delayed until this matter is thourgly investigated and corrected.

Sincerely,

D A Jordan

D.A. Jordan

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JUL 28 1972

FOR FILING

7366

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July 24, 1972

Gordon H. Ball, Inc.
P. O. Box 659
Kent, Washington 98031

Gentlemen:

The State Highway Division has considered your request for an additional 156 days to complete Contract No. 7366 for the construction of the La Grande Section, McAlister Lane Undercrossing, on the Old Oregon Trail Highway in Union County.

Careful consideration was given to the reasons you submitted. Delays associated with the testing of post-tensioning strands were considered as well as the delays outlined in your letters submitted with the time extension request. However, in light of available facts and the provisions of the contract, a six-day extension of time without assessment of liquidated damages has been granted.

If there are pertinent facts which have not yet been considered, you should contact the resident engineer, the regional engineer, or the construction engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JD:ag cg

bc: Floyd Query
L. H. Young
F. B. Klaboe
C. T. Keasey
W. J. Hart
V. E. Skoog
C. O. Fredrickson
J. A. Schlieski
Glen L. Green FHA

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OREGON STATE
HIGHWAY DIVISION

7366
~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE July 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

574

SUBJECT **Extension of Time, Contract No. 7366**
La Grande Section (McAlister Lane)
Old Oregon Trail Highway

Gordon H. Ball, Inc., contractor for the construction of the La Grande Section (McAlister Lane) structure in Union County, Contract No. 7366, has requested an additional 156 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor has cited unusually inclement weather and other factors as reason for his failure to complete the work within the allotted time.

The subject contract was awarded May 1, 1970, and the allotted 335 calendar work days forecast a completion date of April 17, 1971. The work was completed April 14, 1972, with 443 calendar days charged, which is an overrun of 108 calendar days.

All factors presented by the contractor concerning delays to completion of the project have been considered. With the exception of six calendar days charged to the project during which the structure was open to two-way traffic, at which time the State was not damaged, no justification could be found to warrant the extension of time requested.

On this basis, I have granted the contractor a six-day extension in accordance with authority given me by you. This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 8 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walter J. Hart
C. T. Keasey
V. E. Skoog
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

JD:ag cg

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: June 19, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(44)263
McAlister Lane Undercrossing
La Grande Section
Old Oregon Trail Highway

Your request for extending the contract time 6 calendar days as contained in your June 15, 1972 memorandum is approved.

6-22-72
Johnson

NOTED
W. J. HAM

RECEIVED
JUN 26 1972
BRIDGE DIVISION

NOTED
TOM EDWARDS

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR F[illegible]

7366

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 13, 1972

TO W. Schwartz
Region 5 Engineer

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT McAlister Lane Undercrossing
LaGrande Section
Old Oregon Trail Highway
Contract 7366
Claims Review Board Hearing

As requested by the contractor a Claims Review Board hearing will be set up to review the two claims indicated in your letter of July 11, 1972.

You will be notified of the date when the hearing is set. It is presently anticipated this will be sometime in August.

You or your representative should attend to present the State's position. If possible, the resident engineer should also attend.

RWE/ag
Attachs. (Letter to W. Schwartz dated 6-2-72)
(Letter to W. Schwartz dated 4-24-72)
(Letter to W. Schwartz dated 7-7-72)
(Letter to J. Schlieski dated 7-5-72)

cc A. E. Johnson
J. Bond w/attachs.
J. Schlieski
A. A. Rear
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
JUL 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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RECEIVED
[illegible] 1972

FOR FILING

7366

July 5, 1972

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On June 29, 1972, we wrote to you concerning release of final payment on Contract No. 7366 awarded to Gordon H. Ball, Inc., for the McAlister Lane Undercrossing on the La Grande Section of the Old Oregon Trail in Union County.

Final payment on this contract is $10,614.04 and the total contract amount is $521,918.62. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fhm

cc Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
Wendell Schwartz

RECEIVED
JUN 29 1972
FOR FILING

7366

June 27, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7366 Work Completed April 14, 1972

Project LaGrande

Highway Old Oregon Trail County Union

Type of Work Structure (McAllister Lane U'Xing)

Contractor Gordon H. Ball, Inc.

Recommended acceptance date June 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:bls

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Kearney
W. J. Hart.

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FOR FILING

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File S

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: June 19, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(44)263
McAlister Lane Undercrossing
La Grande Section
Old Oregon Trail Highway

Your request for extending the contract time 6 calendar days as contained in your June 15, 1972 memorandum is approved.

NOTED
F. B. KLABOE

6-22-72
Johnson

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 19 1972
FOR FILING

7366

June 15, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM
A. E. Johnson
Assistant State Highway Engineer

SUBJECT Time Extension
La Grande Section
McAlister Lane Undercrossing
FAP No. I-80N-6(44)263
Contract No. 7366

The subject contract was awarded May 1, 1970 and allotted 335 calendar days to complete the work. This forecast a completion date of April 17, 1971.

Calendar days were not charged during the carpenters' strike, which shut down the work at the site from June 28, through July 11, 1971. When the only remaining work consisted of the shaping of slopes and slope paving, a stop work order was issued on August 15, 1971 and remained in effect for 241 days until work on the La Grande Section, Contract 7337, had progressed to the point where the subject project could be completed. The carpenters' strike and the stop work order adjusted the completion date to December 28, 1971. The work was completed April 14, 1972, with 443 calendar days charged, which is an overrun in contract time of 108 days.

The contractor has requested an extension of contract time because of delays outlined as follows:

1. Same Contractor for Contracts 7337 and 7366.

The contractor requested that the completion date of the subject contract equal the completion date of Contract 7337, since he had been awarded both projects and could accomplish the concrete finishing at one time.

(more)

Also, final items of work on the subject contract were controlled by work on Contract No. 7337.

The stop work order took into account the inability to complete work on the subject contract because of incomplete grading operations on Contract 7337. The scheduling of work between the two contracts does not affect the contract requirements. It is recommended that this reason for time extension be denied.

2. Unusually Inclement Weather

The contractor asserts that extremely severe weather including high winds delayed the project. An extensive study by the resident engineer indicates that the temperature range, precipitation, and wind velocity were not abnormal for this area and therefore cannot be construed as an Act of God. It is recommended that this reason for a time extension be denied.

3. Delays Associated with the Testing of Post-Tensioning Strands

Although not a part of the formal request for an extension of time, the contractor has indicated he is entitled to a 20-day time extension because of delays by the State in the testing of the post-tensioning strands for this project. The only delay to the project was when the contractor was prevented from stripping falsework for the structure for eight days while waiting for test results on the strand. However, had the contractor taken test samples earlier (and he had ample opportunity to do so) such a hold-up would not have occurred. It is recommended that this reason for a time extension be denied.

The structure was opened to traffic on August 12, 1971 and the contractor was charged three calendar days

(more)

from this date until the stop work order was made effective. The contractor was also charged three calendar days after the stop work order was rescinded until final job completion.

The Highway Division's legal counsel has advised us that once the bridge was open to two-way traffic and the public was able to fully utilize the facility, the State was not damaged and liquidated damages should not be assessed from the date of the opening. The Federal Highway Administration approved a similar restoration of liquidated damages by letter dated December 28, 1971, your File 08-35-DA, West Linn-Tualatin River Section, FAP No. I-205-7(11)294, Contract 7150.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a six-day extension of time without assessment of liquidated damages. Liquidated damages would be assessed for 102 days at $150 per day for a total of $15,300.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
W. E. Schwartz

RJW:ag ja

AEJ

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 5, 1972

SUBJECT: McAlister Lane U'xing
La Grande Section
Old Oregon Trail Highway
Contract 7366

To: Mr. W. J. Hart
Bridge Engineer
Salem, Oregon

Attention: R. W. Ellison

We are enclosing six copies of the Contractors Request for Increase in Number of Workdays to Complete Construction Contract submitted by Gordon H. Ball, Incorporated for the subject contract for your consideration. We are also enclosing one copy of a previous request which was submitted by this Contractor on April 13, 1971, and which was submitted through your office and returned to us with Mr. Merchant's letter of May 26, 1971.

We do not feel that there is any valid reason for granting an extension on this project. The Contractor feels that extremely severe weather conditions during the winter of 1970 and 1971 was responsible for his not being able to complete the project. It is indicated that he feels that the completion of this project should be tied in with the completion of the La Grande section, contract 7337.

We are enclosing one copy of a transmittal letter from J. A. Schlieski, resident engineer on the project, in which he discusses his feelings on the Contractor's claim.

We are enclosing a summary of temperature and precipitation departures taken from the available climatological data for this area which does not indicate to us that the winter of 1970 and 1971 was unusually severe. The high wind condition cited by the Contractor is not unusual for this climate, and should have been anticipated by him in designing the type falsework which he erected.

As a part of the enclosed documentation, we have included price agreement number one on the subject contract, and price agreement number four on contract 7337 wherein the requirements for the completion of the fills at the McAlister Lane location was waived. Both price agreements indicate that a waiving of this requirement will have no bearing on the completion of either contract. We have also included a discussion of the actual time that the resident engineer feels should have been used to complete the structure. The correspondence from J. A. Schlieski indicates that time was allowed for the carpenter strike between June 29, 1971 and July 12, 1971.

RECEIVED
MAY 9 1972
BRIDGE DIVISION

SP*83478-734

Mr. W. J. Hart
McAlister Lane U'xing
Page 2
May 5, 1972

A stop work order was issued on August 15, 1971, when it appeared that the completion of the McAlister Lane structure would be contingent upon work being completed on the La Grande section. It was our feeling that this is the manner in which this would have been handled if two separate contractors had been involved on the two projects.

The stop work order was rescinded on Apri 12, when work had progressed on the La Grande section to a point where it could be performed on the McAlister Lane contract. The stop work order was issued by Mr. Schlieski after discussion with the Region office, and it is our feeling that we were quite lenient in allowing 241 days covered by this stop work order.

Please review the enclosed data and advise this office whether or not you concur with our opinion and that of the resident engineer's.

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF/bv
Attachments
cc: J. A. Schlieski

☐ RE ☐ RCE ☐ [✓ RBE] ☐ RME

RCE MAY 2 1972 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 1, 1972

SUBJECT: McAlister Lane U'xing
La Grande Section
Old Oregon Trail
Contract # 7366
Requests For Time Extension

To: C. O. Fredrickson
Region Bridge Engineer
La Grande

Attached find 2 requests for an extension of time from Gordon H. Ball, Inc., contractor on subject contract.

The original request dated April 13, 1971 was submitted to Salem with our recommendations on April 26, 1971 through Region office. It was returned with instructions that it be held until the construction of this project was completed.

The second request dated May 25, 1971 was acknowledged by my letter of June 1, 1971, and retained by this office.

Their first request was based on the fact that the contractor had both contracts, #7337 and #7366. The contractor requested that they be given an extension of time to equal the completion date of the La Grande Contract #7337. They indicated a desire to schedule the concrete finishing and painting work to coincide with the corresponding work on the La-Grande Section. Their claim that the items controlling the opening of McAlister Lane Bridge were on Contract #7337 is true. However the La Grande Section special provisions stated, "A minimum of 200 feet of roadway approach embankments at both ends of the McAlister Lane structure - - - -, shall be completed before the elapse of 90 calendar workdays." The calendar workday count started March 1, 1970 and the roadway approach embankments should have been completed by May 29. This requirement was deleted by price agreement #4 on Contract #7337 and #1 on Contract #7366. The contractor began placing the required embankment on May 26, 1970. J. C. Hiatt noted on his weekly report - 8/21/70, "North approach nearly completed". The pile driving for the end abutments began 9/23/70.

While a portion of the work at McAlister Lane was controlled by the grading operations on the La Grande Section this work was very minor. It consisted of shaping the end fills and placing 8" drain pipe, or constructing drain ditches. From 6/15/71, when a stop work order was written, until 4/12/72 when work resumed, no grading work related to these items was performed on the La Grande Section. When work resumed the remaining work was completed in 4 days. I feel that we have been more than lenient with this contractor in allowing him 241 days under a stop work order.

I can see no valid argument why this request should be granted and I recommend that it be denied.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 1, 1972

SUBJECT: McAlister Lane U'xing
Requests For Time Extension

To: C. O. Fredrickson
page 2

The second request is based on the "extremely unusual severe weather conditions during winter 70 - 71".

I have reviewed the available climatological data from 1960 thru 1971. I am submitting a summary of, "average temperatures and departures from normal", "total precipitation and departures from long - term means", and "spring minimum of 32 degrees and first fall minimum of 32 degrees." After reviewing this data I cannot substantiate the contractor's claim of an extremely unusual severe winter of 70 - 71.

On November 15, 1970 a portion of the 4 x 10 Superior tubular scaffolding was blown down by high winds. However the erection of this portion of the tubular scaffolding had just been completed, nearly 17' high, and no stringers, etc. were in place. The scaffolding was resisting being overturned merely by it's own weight. Unfortunately winds in this area are a natural phenomenon and cannot be construed as an "act of God".

Earlier I prepared an estimate of the actual time required to construct a structure of this type under similar conditions. I am enclosing a copy of this report which contains a resume of the contractor's activity on the subject contract.

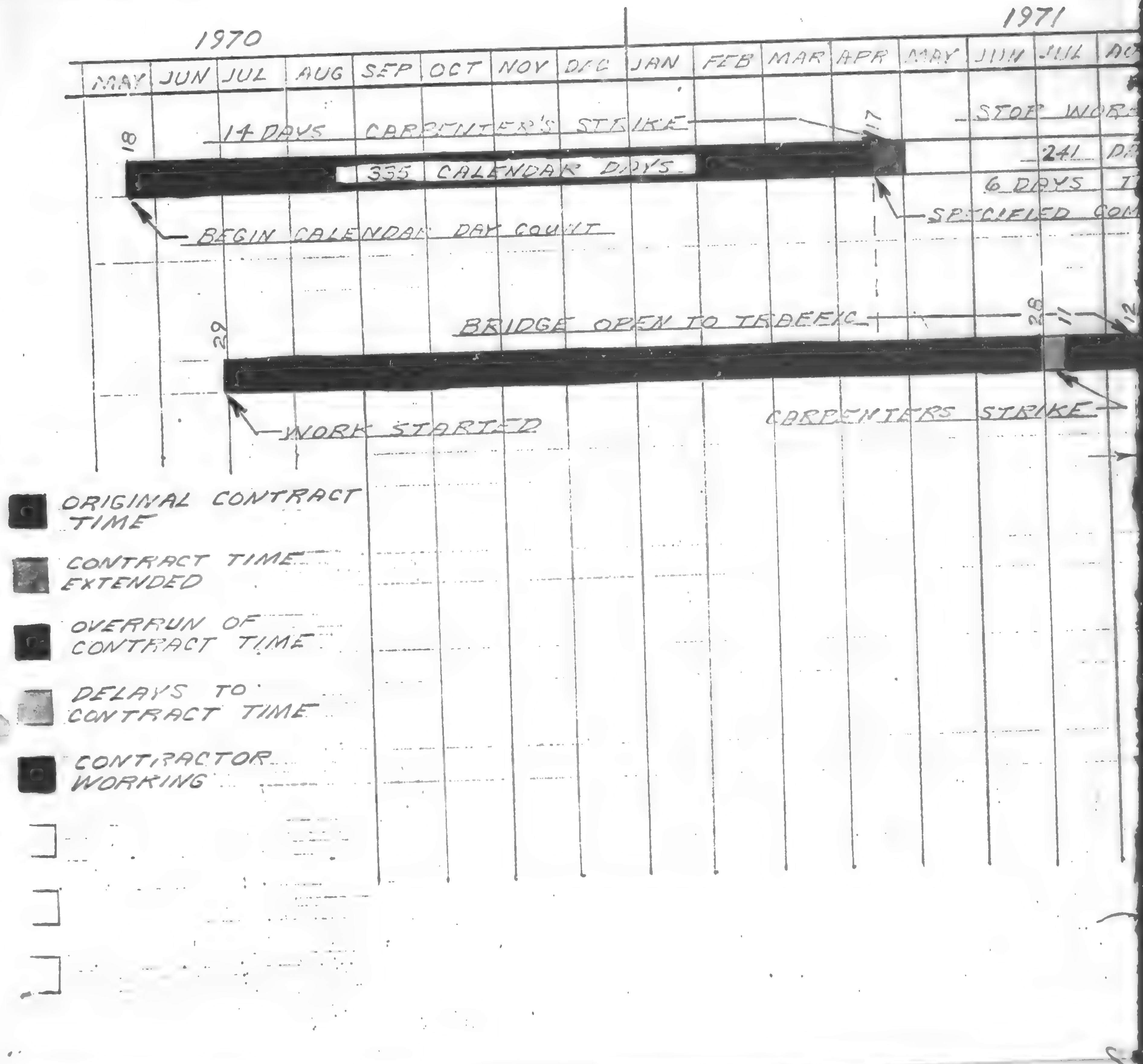
The contractor has continuously treated this contract as a part of the La Grande Section. Actually it is a seperate and distinct contract. In my recommendations I have treated it as a seperate and distinct contract.

I can see no valid argument why this request should be granted and I recommend that it be denied.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Bridge Engineer

cc: file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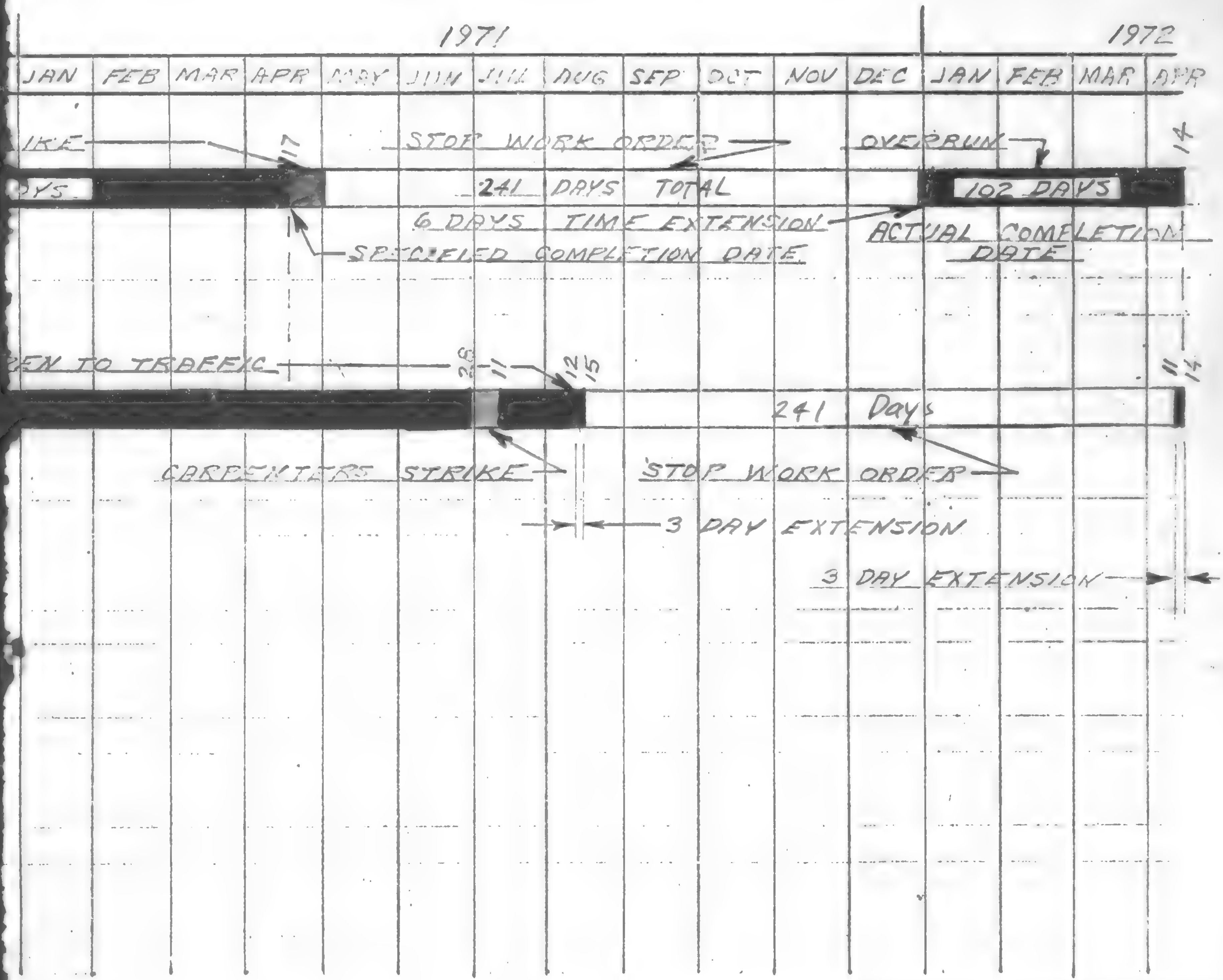
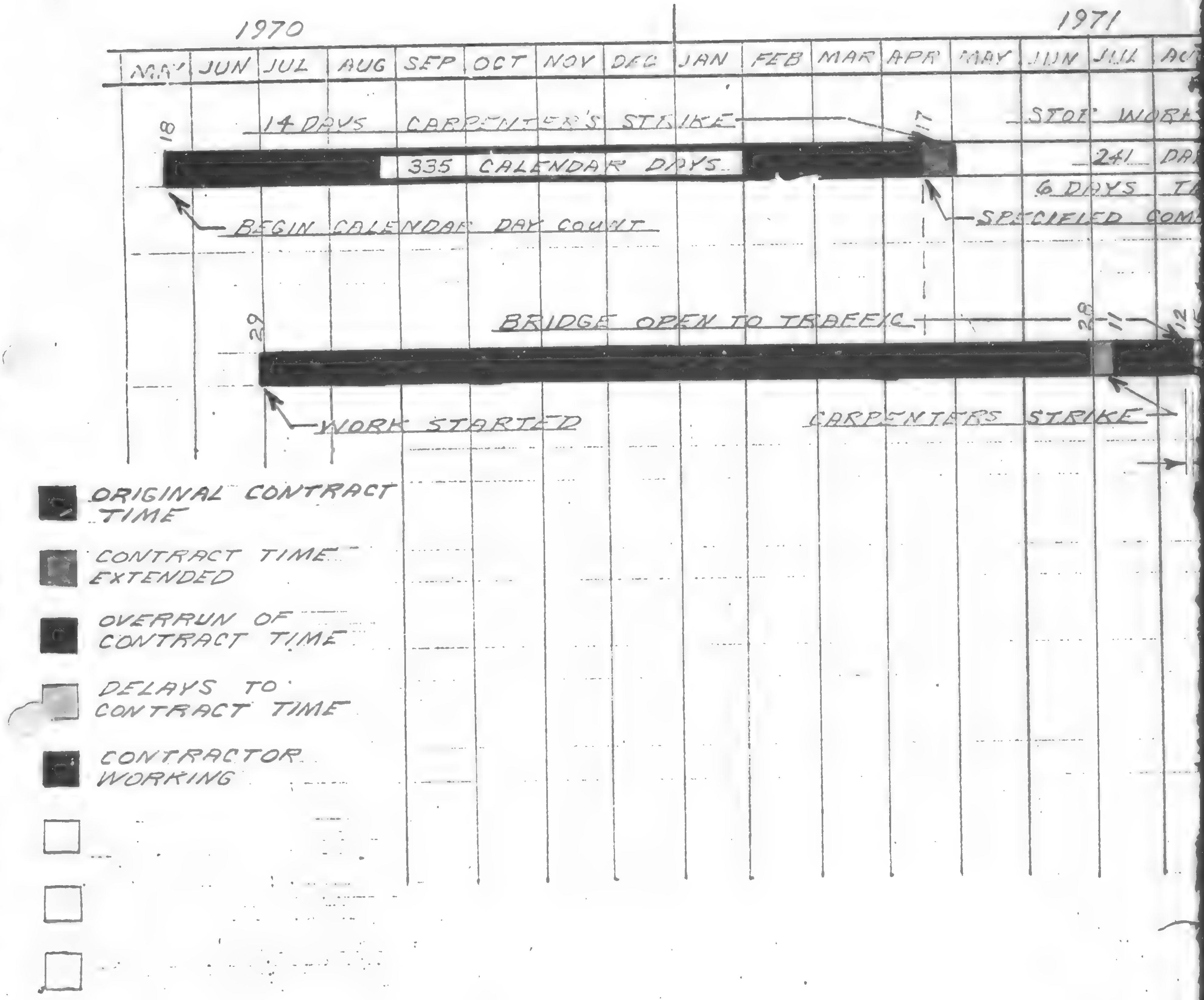


La Grande Section
Contract 7366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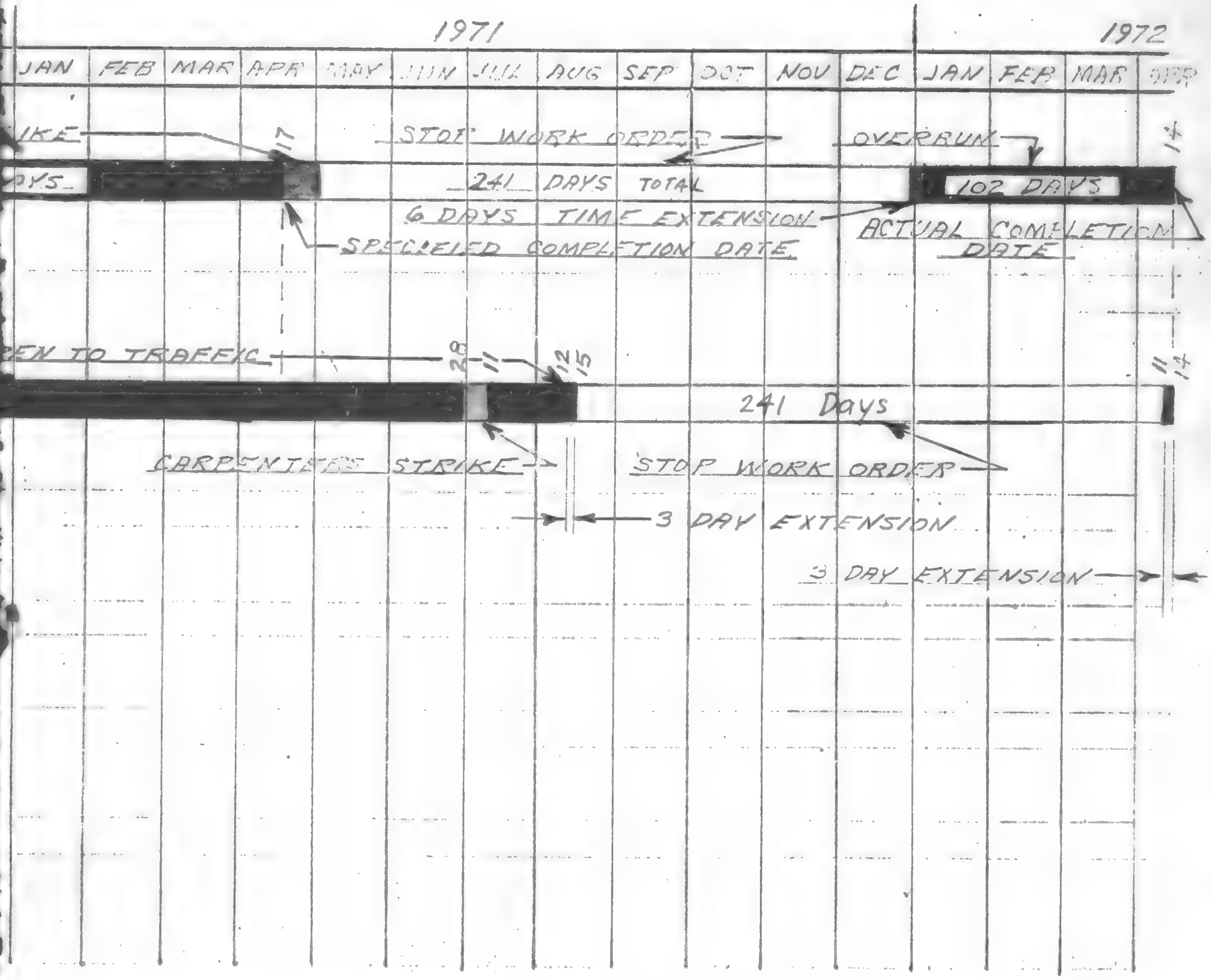

La Grande Section

Contract 7366

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JUN 5 - 1972
FOR FILING

7366

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 2, 1972

TO W. Schwartz
Region 5 Engineer

FROM R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT LaGrande Section
McAlister Lane Undercrossing
Old Oregon Trail Highway
Union County
Contract 7366
Contractor's Claim

The information submitted with your letter of April 26, 1972, regarding the contractor's claim for additional expenses incurred due to the prestressing operation on the subject structure has been reviewed. We concur with your opinion that this claim must again be denied.

The contractor contends these costs were incurred while waiting for reports on samples of prestressed strand which were tested by our laboratory. The delay was not caused by our laboratory but was actually the result of late sampling by the contractor. The strand could have been sampled as much as one month earlier on the job site and even earlier at other locations, if requested by the contractor.

The contractor and his people are well aware that sampling and testing are required by the specifications and they are experienced enough to know that such sampling takes a certain amount of time. If the contractor does not include time for this sampling and testing in his schedule, he must realize that progress may be delayed until test results can be obtained. In this case the delay was due to the contractor's procrastination in having samples cut and his claim has no basis in fact.

RWE/ag

cc A. E. Johnson
John Jenkins
A. A. Rear
R. J. Wright

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

7366

May 5, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM:
542
A. L. Johnson
Assistant State Highway Engineer

SUBJECT: Washington Office Bridge Review
of Oregon Projects

Your April 26 letter requested a meeting with our Bridge Section as a follow-up to the May, 1971 bridge design review by the Federal Highway Administration bridge personnel from Washington, D. C.

Our Bridge Section is now re-evaluating the comments from the May, 1971 review and have tentatively set May 22 at 1:30 p.m. as the date and time for a review conference.

If these arrangements are agreeable to Mr. Schell, please have him advise our Bridge Section.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

WJH:dh ja

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MAY 8 1972
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7366

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: A. E. Johnson

DATE: April 26, 1972

In reply refer to: 10-35.6/407.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Washington Office Bridge Review of Oregon Projects

In May and June of 1971 our Washington office bridge section reviewed in-depth several sets of bridge plans. The projects involved were:

Br # 9515	Campbell Street	I-80N-7(34)301	7539
9804	Richardson Interchange	I-80N-7(34)301	
7624A	Boons Ferry	I-5-5(47)283	7452
	McAlister Lane	I-80N-6(44)363	7366
9738	Borland Road	I-205-7(12)290	7151
9738A	Prosperity Park	I-205-7(12)290	
9709		"	

In July, 1973 Messrs. Harper and Gibeily from our Washington office bridge section came to Oregon to discuss the review and look over some bridge construction. Several items were discussed with your bridge section and the meeting was felt mutually beneficial to all those attending.

After approximately one year we are required to make an itemized summary of action taken on all items contained in the review. This summary should indicate those items adopted, those being considered and those found unacceptable as well as the reasons for their rejection.

A copy of that part of the review concerning the State Highway Bridge Division is attached for your review. Within the next month Mr. Schell would like to confer with your bridge people to answer the items in this review.

Enclosure

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APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

5-3-72
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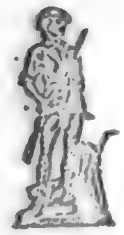

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon Bridge Review

May 1971

I - Preliminary Review - A preliminary (pre-TS&L) review of the type of structure and spans arrangement is essential for the selection of the most suitable and economical structure for a designated crossing. An important function of the preliminary stage is that an effort can be made at diversification in the basic structural concepts, incorporation of desirable aesthetical features, span arrangement and special features designed to meet today's highly emphasized safety criteria, all prior to the State's committment for a particular design. A visit to the proposed project location as part of an overall plan-in-hand review by the Division Bridge Engineer, in company with the State and Consultant representatives, will provide an excellent opportunity for a valuable exchange of ideas, and discussing the most appropriate type of structure. This visit would encompass several bridges being part of one or more projects in the same general area.

Based on the projects reviewed, which included those recommended for review by the Oregon Division Office, it is apparent the State endeavors to provide most of the safety features recommended by AASHO; these include sufficient lateral clearances for recovery of out-of-control vehicles. This review also reflected a conscientious selection of bridge types and geometrics to enhance the current aesthetics features expected of modern bridges for which both the State and the Division Office deserve to be commended.

Since most of the bridges reviewed consist of a continuous superstructure, we have concluded that the design concept utilizing cantilevered end spans has not as yet been considered by the State. This concept has been used many years for bridges in Utah and by the FHWA Western Bridge Design office and may be useful for use by Oregon. It is contingent upon proportioning the end spans at 1/5 of the intermediate spans and providing an approach slab but no support at the end of the cantilever. Recent discussion with FHWA bridge engineers in Regions 7 and 9 indicated that these structures are performing satisfactorily under the prevailing traffic conditions.

The following examples will illustrate the highly advantageous use of alternates including cantilevered end span design for certain locations in lieu of the designed schemes:

1 - Project I-80N-7(34)301

A. Bridge No. 9515 - These structures consist of a one span simple concrete box girder design of 152' and two approach concrete box girders spans of 29'. Of necessity, this arrangement required four long wingwalls which considerably increased the conrete quantity and deck joints at Bents 2 and 3.

For this situation a contilevered end span design of 30'-150'-30' would be ideally suited because it eliminates the wingwalls and the deck joints; its economical advantages, both initial and future, greatly outweighs those of the present design.

B. Bridge No. 9804 - The plan calls for a two span continuous fabricated plate girder design of 140'-140' and two 21-ft approach spans of simple concrete slab design. In this case, it would have been more economical to use a cantilevered end span design of either steel or concrete with spans of 27'-134'-134'-27'.. This will obviate the long wingwalls and eliminate the deck joints and their detrimental effect to the bents. In addition using positive 4:1 roadway slopes under the bridge to intersect the 2:1 end slopes will reduce the overall bridge length and would allow for the use of a two span continuous plate girder design for spans of approximately 150'-150', supported on monolithic stub abutments and one row of piling.

2 - Project I-5-5(47)283)

Bridge No. 7624A - This bridge consists of a two span continuous concrete box girder design of 141'-133' and has reinforced concrete end spans of 26'. In this case also, a cantilevered end span design of 32'-132'-124'-32' utilizing the same superstructure material and configuration could be feasible and will afford the advantages stated above.

II - Substructure

Foundation exploration is a very important feature in bridge design without which it is difficult to rationalize the type of footing or determine an accurate founding elevation. We note the absence of borings in some projects such as Project I-80N-6(44)363, where the soil pressure under the piers equals 3.8T/sq ft. We would hesitate to determine the size of the spread footings for this project without accurate foundation investigation. On a few projects where borings were taken, we noted the lack of important information such as the size of spoon and number of blows per foot of penetration, etc., which affords an indication of the soil capacity under the substructure units.

2 - In all cases, concrete slope protection is provided under the bridge. In areas where rock is readily available, we recommend using crushed stone (up to 4") on the end slopes as more economical and aesthetically compatible with the surroundings. This recommendation is particularily applicable to locations inaccessible to pedestrians.

3 - The substructure units are generally heavy. We believe that both concrete and piling units could be reduced if substructure units were efficiently designed. For example, Project I-5-5(47)283, Bridge No. 7624A, Bent 3 footing is 7'-3" thick. This thickness appears excessive

and could be considerably reduced. Also, the bent footings of Project I-205-7(12)290, Bridges No. 9738 and 1938A are supported on twenty 14" prestressed concrete piles. The piles appear rather numerous since they were to be driven to develop 50 ton capacity. The footing of Bent 3, Bridge No. 9740 of the same project could be founded at a considerabl higher elevation, particularly as a piling foundation.

III - Superstructure

In general, the superstructure designs are aesthetically pleasing and of such a variety as to interest the traveling public in the differe aspect of modern bridges. We have noted the absence of designs utilizing rolled beams, which in most States compare favorably with fabricated plate girders from a standpoint of economy as well as ease in fabrication and erection. We offer the following comments resulting from our review:

1 - We note the webs and bottom flange of cast-in-place box girders are poured monolithically. We would be interested to know if this procedure has developed any construction difficulty.

2 - Some simple prestressed concrete beam spans are designed as continuous for live load. We highly favor this approach particularly since it eliminates deck joints. We do recommend however, the framing at the piers be designed to afford more rigidity and positive connection by means of a single full depth reinforced concrete diaphragm uniting both spans.

3 - The superstructure design of Bridge No. 7624A, Project I-5-5(47)283 allows for a 50 psf future wearing surface. This allowance far exceeds normal design requirements and we question its need.

4 - The standard curb and railings, while not objectionable, afford less safety to out-of-control vehicles than the General Motor type parapet which we would strongly recommend.

IV - General

1 - We question the advisability of using different strength concrete for the same unit. For example the bents of Project I-5-5(47)283 use 4000 psi concrete in the footing and 4500 psi in the shaft. Similarly the superstructure of the same project uses 3300 psi concrete for the box girder, 4000 psi for the deck and 3300 psi for the curbs.

2 - To facilitate plan review, we suggest noting all lateral clearances under the bridge.

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE
April 24, 1972

TO
W. Schwartz
Regional Engineer
Region 5
LaGrande
Attention: C. O. Fredrickson

7366

FROM
R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT
McAlister Lane Undercrossing
LaGrande Section
Old Oregon Trail Highway
Contract 7366
Sign Anchor Bolts

NOTED
A. E. JOHNSON

Your letter of April 14, 1972, presents considerable evidence regarding liability for mispositioning of anchor bolt inserts for signs mounted on the McAlister Lane Undercrossing of the subject project.

It appears that the sign in Span No. 3 had the inserts correctly positioned and is not included in this contraversy. This limits consideration to the signs in Span No. 2 only.

The contractor argues that one of our inspectors shot in the location for the anchor bolt inserts, that another inspector adjusted the location of the inserts just prior to pouring concrete, and that inserts were cast in the concrete on February 4, 1971, which was prior to receipt of approved shop drawings on March 4, 1971.

The resident engineer counters that the inserts were not shot in, that the contractor's foreman was given vertical dimensions for placement of the inserts, that the inspector who was supposed to have adjusted the inserts was not on the project at the time of the concrete pour and that the inserts were cast in place on March 19, 1971, or fifteen days after receipt of approved shop drawings.

The contractor is apparently confused in his dates and mixed up as to what work occurred when. This type backup for a claim's validity cannot be accepted. Positioning of the anchor inserts is the responsibility of the contractor and his claim is again denied.

A face to face effort to settle this matter should be made prior to requesting a meeting with the claims review board. This can be done by your office or by this office with your assistance. Please initiate such a meeting.

RWE/ag
cc A. E. Johnson

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APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30

FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1971

SUBJECT: Assignment 402-AEJ

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The circumstances which Mr. Rose sets forth in his wage complaint letter are not at all uncommon. A number of firms working on our contracts are both commercial suppliers and prime or subcontractors, usually under slightly different names.

In seeking answers to any of these contract labor questions, we can only look to the "Labor Compliance Manual" for guidance and it has an entire chapter devoted to "Off-site Construction Activities of Material Men and Subcontractors". One of the guideline examples seems almost parallel to the Wildish operation. This example is attached and you will note that it is not even necessary for the material supplier to be under a different name than the highway contractor for the material supply activity to be exempt from Davis-Bacon wage rates.

In the Wildish situation, the prime contract is in the name of "Wildish Construction Company" and the AC supplier is "McKenzie Sand and Gravel Company".

We readily conclude that the answer that Mr. Rose has been given already by his local union is correct. As to whether the operation of an AC hauling truck delivering onto this paving job is any more hazardous or requires any different duties of a driver than delivery of AC to other types of construction seems unlikely, but it is not our responsibility to judge this either and we should not take a position on the question.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

RECEIVED
AUG 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attachments

NOTED
TOM EDWARDS

E-201-5.4 Prior Ownership and Use of Facility: An established material supplier purchased a gravel pit in 1945 and used it intermittently until the commencement of Federal-aid construction in the area, at which time production was greatly increased and new, portable machinery was erected. The pit was located in the vicinity of the Federal-aid projects and the output of the pit was directed exclusively, or nearly exclusively, to the covered projects. Although the pit had been nearly dormant for a number of years immediately preceding construction work on the Federal-aid projects, the Solicitor of Labor ruled that the operation of this pit, in connection with the operation of two other gravel pits in the same county for reasons of overall company economy, was not of a nature which would require coverage under the labor standards requirements of the Federal-aid contracts involved.

CHAPTER E-202
EXAMPLES RELATING TO MATERIALMEN AND SUBCONTRACTORS

E-202-1 Material Supplier to General Public Owned and Operated by Government Contractor: The Solicitor held that where a firm owns and operates a business that supplies materials to the public, the fact that it also contracts for the construction of the Federal-aid project does not operate to alter its status as a materialman insofar as the delivery of the supplies or materials is concerned. Premised on that rule, he held the following fact pattern to represent a materialman, not a subcontractor:

A contractor, performing a paving contract for a Federal project, in addition owns and operates an asphalt plant and rock quarry in a nearby city. Asphalt from the plant and rock from the quarry are sold by the firm to its own private construction activity, and is also sold to city, county, State, E-202-1 Continued

and Federal Governments, as well as to individuals. Asphalt and other material for the Federal project is also obtained by that contractor from the above plant. The Solicitor held that truckdrivers employed by the contractor's asphalt plant and rock quarry and delivering material to the contractor's paving group at the Federal project, and other employees of the asphalt plant and rock quarry are not covered by the Davis-Bacon Act, since the asphalt plant and rock quarry operation was that of a true materialman. The test is, whether the operation was that of a true materialman open to the public, or whether the operation was set up exclusively to perform part of the work called for by the construction contract.

E-202-2 Division of Classification: A prime contractor issued a purchase order to a regular dealer in concrete for supplying and delivering approximately 86,000 cubic yards of concrete. Pursuant to the order, the prime contractor transferred its own commitments for the delivery of the necessary cement to the concrete dealer. The prime contract specifications required that mixing of the cement should not take place more than 45 minutes prior to its use. Because the concrete dealer's permanent facility was more than 45 minutes removed from the construction project, a system of five transfer points was established, at which the various ingredients of the concrete are placed into a transit mix truck which was then driven to the construction site involved. Each such transfer site is rented by the concrete dealer for one year, the approximate length of time needed for the company to complete delivery of the concrete order. All are located in rural areas remote from any potential market other than the project itself. The trucks used to haul material from the permanent facility to the transfer site are specially modified for the job and these modifications will be removed upon completion of the contract. The transfer sites, although ostensibly opened to the public, are used almost exclusively for deliveries under the contract. On these facts the Solicitor of Labor found that the laborers and mechanics employed at the concrete dealer's permanent facility and the drivers of the trailer trucks delivering the material from the permanent facility to the transfer point were not subject to

REFERRED TO admin BY SECRETARY

Edwards 7499

Routing

Morgan		Pease
Decker	RECEIVED	Swan
Bond		Glenn
Walker	AUG 12 1971	Litchfield
Boehme	CONSTRUCTION	Gallagher
Johnsen	DIVISION	Stein

August 9, 1971

Bureau of Labor
Department of Labor & Industries
C/O Bud Gardner
Salem, Oregon

Dear Mr. Gardner:

Re our telephone conversation of this Friday Inst.

I work for the McKenzie Sand & Gravel Co. of Eugene which is a subsidiary of Wildish Sand & Gravel Co. of Eugene.

Wildish Construction Co, which is also a part of the Wildish conglomerate, secured a contract from the State Highway Department to perform certain construction work on I-5 between Linn Co. and the Harrisburg Interchange.

The McKenzie Asphalt Plant manufactures and delivers the asphalt used in paving I-5. The material is loaded onto Willamette Crushing trucks (also owned by Wildish) and delivered to the job site and is unloaded in front of the spreader. The material is then spread to proper depth and rolled and packed into the finished paved highway surface.

I and the other drivers of the delivery trucks, all of which are 16 yd capacity belly dumps, are being paid the Sand & Gravel rate of wages.

We are not being paid the minimum as required by Sect 7-5 of the State of Oregon Standard Specifications for Highway Construction-1964 Edition, or the minimum as outlined in the contract for the job and signed by Wildish.

My Local Union #57 informs me that Wildish is within their legal rights to pay this scale ($4.75 per hr), because the hot plant is not located at the job site. I have been told by certain State employees that Wildish is within their legal rights because the hot plant is a commercial plant which also serves the public - that McKenzie is a commercial supplier to Wildish and as such the drivers are not entitled to the minimum as set forth in the State contract.

NOTED
TOM EDWARDS

A.E.J.
Investigate
Report
1 week

This appears to me to be a device which the contractor is using to defeat the scale of wages of the contract.

This poses the following question: If an employee performs all the duties required by a construction project and is exposed to all the hazards inherent to a construction project, regardless of the manufacturing plants locality or other customers, shouldn't this employee be entitled to the minimum as set forth by State contract?

I alone, do not ask this question - each and every driver on this job asks the very same question.

Sincerely,

Woodrow J. Roge, Jr.
111 North Garfield St.
Space #36A
Eugene, Oregon 97402
(503)688-3915

cc:
Teamsters International Headquarters,
Washington D.C.
Department of Transportation
Wildish Construction Co.
Oregon State Resident Engineer
U.S. Department of Highways
Teamsters Local #57

RECEIVED
AUG 11 1971
OREGON
STATE HIGHWAY COMMISSION

CEA

Cascade Employers
Association, Inc.
P. O. Box 2228
Salem, Oregon 97308

I-80N-6(4-1) 2
7366

August 13, 1971

Jol[illegible]
CM & [illegible] 8-16-71

cy [illegible] 8-17-71

74 99
copy

Mr. Bud Gardner
Bureau of Labor
Department of Labor and Industries
Salem, Oregon 97310

Dear Mr. Gardner:

COPY

This is in response to a communication sent to you under date of August 9 relative to an employee of the Wildish Sand & Gravel Company hauling material to a job site on the Highway 5 project.

It has been a long-standing practice to cover the manufacture and hauling and delivery of asphalt to the job site on the same basis as if we were hauling sand and gravel or ready-mix concrete.

This matter has been resolved by the Attorney General of the United States under the Davis-Bacon Act. The same rules have applied to the Highway Department of the State of Oregon.

The principal distinguishing point between a material supplier and a contractor is the difference between working on-job-site and off-job-site. This matter is further settled by the decision of the Department of Justice in the case of R. D. Mac Corporation of LaGrande where a similar question arose. A copy of that letter is attached.

All officials of the State Highway Department are well aware of the conditions surrounding the work on Highway 5 by the Wildish Company, and all parties are aware that the manufacture and furnishing of material to the job site is being done under a commercial contract. This includes the Teamsters Union of which this complaining employee is a member.

We are also attaching a copy of a memo of May 12 to suppliers of material based upon the decision on the R. D. Mac Company which may be of interest to you in this matter.

Should you have any further questions in this regard, please do not hesitate to call upon our office for further information.

Yours very truly,

Pat Blair
Manager

PB:sc
Attachments

cc: Len Wildish
✓Rod Porter

Cascade Employers Association, Inc.

P. O. Box 2228, Salem, Oregon 97308 Offices at 3421 25th St. S. E.
Phone 585 4320 or 585-4395

PAT BLAIR, manager — KEN WHEELER, assistant manager

May 12, 1971

To: Suppliers of Material

From: Pat Blair, Manager
Cascade Employers Association, Inc.

Re: Hauling Materials to
Construction Job Sites

The attached letter from the Department of Justice in regard to the R. D. Mac, Inc., company of LaGrande, Oregon is a step further in the protection of material suppliers hauling such materials to construction job sites. In the case of the R. D. Mac Company, they are batching out of a construction site plant of Central Pre Mix at LaGrande, Oregon and delivering the material in their ready mix trucks to the job site of Gordon Ball Construction Company.

In the immediate case, it makes little difference where the company batches its trucks, as long as the mixing and transportation of material to the job is done by a material supplier. This could as well apply to the hauling of hot mix from either the employer's own plant or from a plant of a heavy construction contractor to a job site.

Should any of you have any problems in this regard, please advise our office so that we might correct any situations that might arise.

PB:c

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

505 State Highway Building

May 7, 1971

Mr. Pat Blair, Manager
Cascade Employers Association, Inc.
P. O. Box 2228
Salem, Oregon 97308

copy

Re: R. D. Mac, Inc., LaGrande, Oregon
Highway Construction Contracts Nos. 7337 and 7366

Dear Mr. Blair:

In connection with your recent inquiry respecting the above contracts and whether the R. D. Mac Corporation's relation thereto could be considered as a material supplier, please be informed we made a review of the factual situation attendant.

It is the undersigned's opinion the R. D. Mac Corporation's activity in connection with the contract's performance is that of a material supplier. (See Labor Manual example No. E-200-4.2)

Should you desire to discuss this matter further with us, please let us know.

Very truly yours,

LEE JOHNSON
Attorney General

LILindas

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

RECEIVED
JUL 2 - 1970
FOR FILING

I-80N-6(44) 263
7366

July 1, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Contract 7366
Prefix 631-1068
FAP I-80N-6 (44) 263

Dear Sir:

The work under Contract No. 766, La Grande (McAlister Lane U'Xing) Section of the Old Oregon Trail Highway in Union County, was started on June 29, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

VG:kp

mc

STATE COPY

Fo Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 6-3	FOR R-2 (REV. 9-66) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Union
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-25-70	PROJECT NO. I-80N-6(44)263

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

La Grande Section (McAlister Lane Structure) of the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-1-70	0.00
OTHER *(Specify)*		

FUNDS Pro rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 596,531	FEDERAL FUNDS $ 550,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J B Klaboe
Assistant State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By G Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer May 25, 1970

EXISTING STOCKS OF PR-2 (REV. 9-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. I-80N-6(44)263

LA GRANDE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, May 13, 1970

Project agreement estimate.

Type Code X721
McAlister Lane U'xing (Sta. "EB" 300+79.69)(Length 620')

Shoring, Cribbing, Etc.	All Required		$ 25,000.00
Structural Excavation	1,400 cu.yd.	4.00	5,600.00
Structural Excavation Below Elevation Shown	130 cu.yd.	10.00	1,300.00
Furnishing 10 BP 42 Steel Piling	1,140 lin.ft.	4.00	4,560.00
Drive Steel Piles	24 only	125.00	3,000.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (740 c.y. @ $95.00)	All Required		60,000.00
Class "AA" Concrete (2,220 c.y. @ $115.00)	All Required		273,000.00
Prestressing Steel (182,000 lb.)	All Required		78,500.00
Reinforcement (512,000 lb.)	All Required		64,000.00
Two Tube Metal Railing	1,244 lin.ft.	12.00	14,928.00
Preparation of Slopes	600 sq.yd.	2.65	1,590.00
Concrete Slope Paving	460 sq.yd.	6.35	2,921.00
Berm Paving	140 sq.yd.	4.25	595.00
8-inch Culvert Pipe	530 lin.ft.	3.30	1,749.00
8-inch Standard Steel Pipe	90 lin.ft.	13.50	1,215.00
Concrete Inlets, Type GB-1	2 only	200.00	400.00
Signing			
Structure Mounts (1,166 lb.)	All Required		1,900.00
Type "A" Signs in Place	142 sq.ft.	11.00	1,562.00
Type "M" Signs in Place	9 sq.ft.	9.00	81.00
			$ 542,201.00
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$ 542,301.00
	10% Engr. & Cont.		54,230.00
	Total		$ 596,531.00

Length of Project - - - 0.00 mile

Federal Funds	$550,000.00
State Funds	46,531.00
Total Cost	$596,531.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%
Prefix - 631-1068
Contract No. 7366

RECEIVED
MAY 19 1970
FOR FILING

I-80N-6(4-1) 263
7366

May 19, 1970

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7366 for McAlister Lane U'Xing on the La Grande Section of the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: Argonaut Insurance Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. E. Woodward

RECEIVED
MAY 4 1970
FOR FILING
I-80N-6(44)263
7366

May 4, 1970

Gordon H. Ball, Inc.
300 Camille Avenue
Danville, California 94526

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7366 in the amount of $542,201 on the La Grande Section of the Old Oregon Trail in Union County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. E. Woodward
Wm. Geibel (SAIF)

RECEIVED
MAY 5 - 1970

FOR FILING

I-80N-6(44)263
7366

May 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of April 28, 1970, is requested in the award of contract for the La Grande Section, Project No. I-80N-6(44)263. The contractor receiving the award is Gordon H. Ball, Inc., in the amount of $542,201.00 with Contract No. 7366 assigned. This bid was received on April 23, 1970, and awarded May 1, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
APR 9 - 1970

4-6-70

U. S. DEPARTMENT TRANSPORTATION
FEDERAL HIGHWAY MINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-80N-6(44)263

SECTION: LaGRANDE SECTION
McALISTER LANE

WORK : UNDERCROSSING
STRUCTURE

COUNTY : UNION

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-6(44)263

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
APRIL 1, 1970	APRIL 1, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION - ADVERTISE FOR BIDS.

○ RIGHT OF WAY.

☒ OTHER (SPECIFY).
AFTER AWARD CONCURRENCE YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

○ UTILITY ADJUSTMENT.

○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S MARCH 30, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

THE 1970 EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE PLAN TITLE SHEET IS RETURNED HEREWITH.

4-9-70

OFFICE USE

Young
w/Enc.

NOTED
F. B. KLABOE

RECEIVED
APR 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
APRIL 6, 1970	R. E. SIMPSON	DIVISION ENGINEER

TRANSACTION NUMBERS 4-2 AND 4-3

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-26-70

BY (Signature): MR. YOUNG'S MARCH 11, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE II ITEM NOS. 601 THRU 602

3-26-70

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
601	I-205-7(14)299	2.02	11,500,000	10,600,000	I-205 OREGON CITY N'LY 2.02 MILES (GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE)	GRADE-DRAIN-HIGH TYPE PAVEMENT- 6 BRIDGES-ILLUMINATION TRAFFIC SIGNALS AND R.R. SIGNALS.
602	I-80N-6(44)263	0.00	605,000	558,000	I-80N 2 MILES S.E. OF LAGRANDE (LAGRANDE SECTION-MCALISTER LANE)	1 UNDERCROSSING STRUCTURE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITIES AND RAILROAD ADJUSTMENT ON ITEM 601, OREGON PROJECT I-205-7(14)299.

RECEIVED
MAR 31 1970
FOR

Young
3-31-70

I-80N-1-(14)263
7366

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: MARCH 26, 1970
SIGNATURE AND TITLE: R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 30 1970
FORM 2-30-X (12-67)
FOR FILING

I-80N-6(44) 263
7366

Mr. Klaboe

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
March 24, 1970

SUBJECT: Right of Way Status
FAI Project
April 23, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project shceduled for contracting on the above date.

On the following project all rights of way, rights of access, or rights of entry are acquired.

La Grande Sec., Old Ore. Trail Hwy., Union Co.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project have been relocated to decent, safe and sanitary housing or have been offered decent, safe, and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1970
FOR FILING

ORegon State Highway Department

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 17, 1970

80N-6(44)263
7366

SUBJECT:

To:

Mr. Forrest Cooper
State Highway Engineer

SALEM

In accordance with the instructions in your letter of March 12 to R. L. Porter, we submit the following report on the progress of the borrow material for the La Grande Bypass and feasibility of a detour using McAlister Lane.

This project was set up primarily for the grading to be done as "embankment in place" with the contractor obtaining his own borrow sites, except that one State-controlled site at Oro Dell was made available if he chose to use it. Union County has a zoning ordinance and it was necessary for the contractor to make application to the Union County Planning Commission for conditional use permits to excavate for borrow material in any source he chose, other than the State-controlled source. The Gordon Ball organization originally made application for four sites: the Wright borrow, which is at the northwesterly end of town and adjacent to the Grande Ronde River; a site southerly of Cove Avenue, adjacent to and westerly of the freeway; another site northerly of Gekeler Lane and adjacent to the freeway; and the fourth site known as the Green borrow, which is adjacent to Bond Lane and the freeway.

The planning commission asked this office to provide them with some advice on how the borrow pits should appear upon completion, and this was done. There were many protestors at the public hearing held by the planning commission to consider the applications. The greatest opposition was to the site near Cove Avenue. The Game Commission had been approached on the possibility of the development of fish ponds in these areas, and they indicated that the Green borrow and the site adjacent to Gekeler Lane would have the greatest possibility for the establishment of a sport fishery. A public hearing held on these applications was extended over for a future date, at which time more people would be given an opportunity to express their opinions. When this was held, the contractor withdrew his application for the site adjacent to Gekeler Lane, but was still interested in the other three. The site at Cove Avenue was denied, with approval given to the Green

NOTED
FORREST COOPER

NOTED
R. L. PORTER

borrow and the Wright borrow, subject to a satisfactory agreement being made among the Highway Division, The Game Commission and the Soil Conservation Service. Last Friday night at a meeting with the Union County Planning Commission, attended by the Highway Division, Game Commission, and the Soil Conservation Service, the Game Commission indicated that they would be willing to take title to the Green borrow and the permit was granted, with the removal of the material to be taken leaving a 25-foot wide perimeter around the borrow pit, and a three acre site left adjacent to Bond Lane for future development for public use, such as picnic facilities, parking lot and toilet facilities. The slopes of the borrow to be no steeper than 3:1, down to six feet and whatever the natural angle of repose below that. The permit was granted for the Wright borrow with the maximum slope 3:1, the bottom to be shaped to drain to avoid a mosquito breeding area, and an average depth of three feet. The contractor has indicated that the Wright borrow may only be used as plant and stockpile site. This really is a junky area and the cleanup of it would be a great benefit to the area.

These two sites still leave the contractor deficient in material, and it is his thinking now that he will go northerly of the river opposite the Wright site and remove material from the side of the sloping hills, and he is still looking for another borrow site near Union Junction. However, the application for these have not been made as yet. We will keep you advised as to the progress.

The contractor's current thinking is that he will probably haul some 500,000 cubic yards of earth material across the Wallowa Lake Highway. However, this could change, as sometimes a contractor's method of operation ideas do change during progress of the project.

On the attached sketch map, we have shown the Green and Wright borrow, cross-hatched in red, and a proposed detour using McAlister Lane and Cove Avenue. It is possible that Cove Avenue could be used; however, at the present time Union County has this posted for no log hauling. We have not approached the County with the possibility of using this; but I am sure that any damage that occurs to the County roads would have to be put in a condition satisfactory to the County upon completion of the use of the detour.

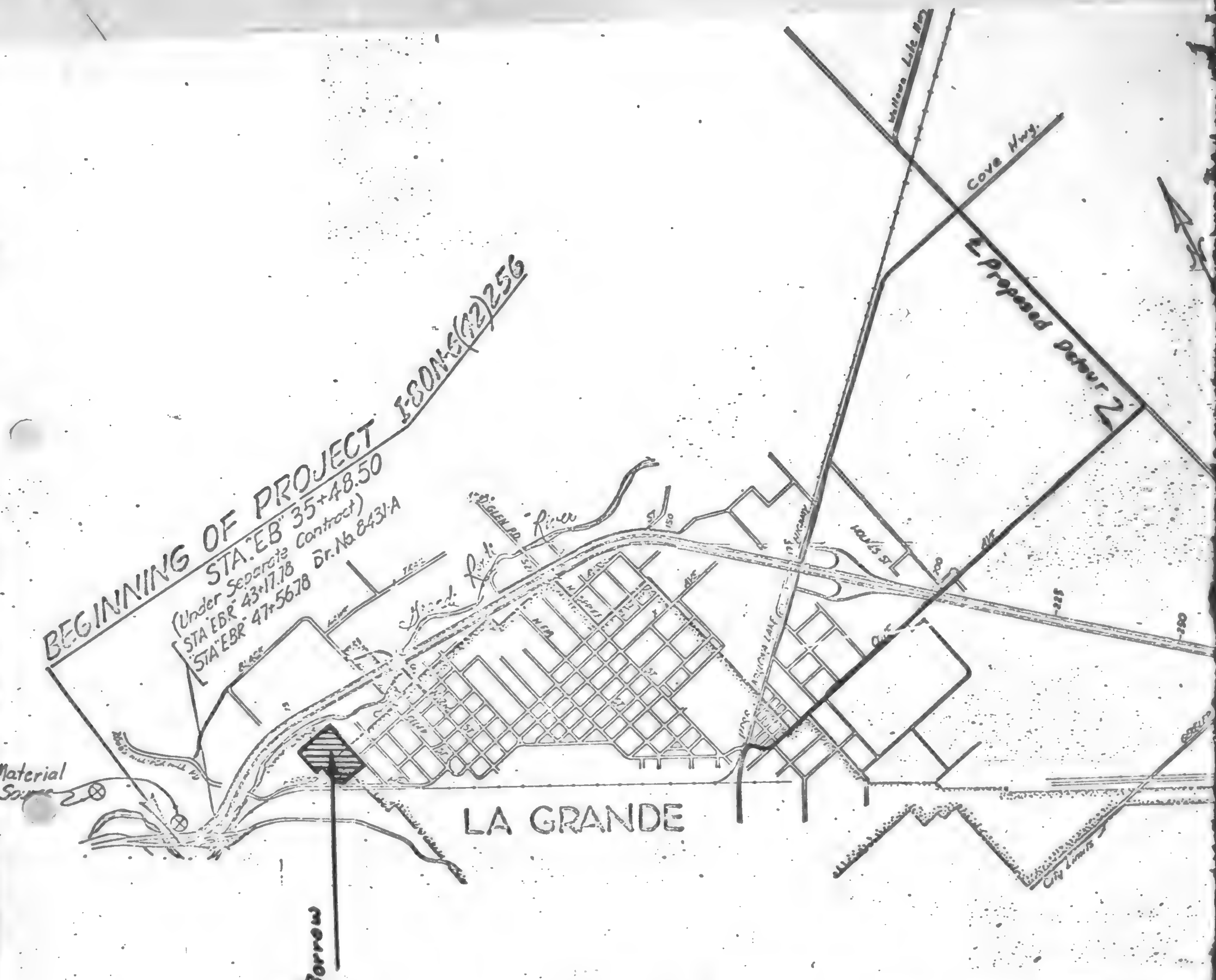
It is our recommendation that, instead of a detour, we use timed traffic signals at the Wallowa Lake Highway crossing. The 1969 ADT is 5,000 at this location, and it would seem that traffic signals would be a satisfactory solution. The structures over the railroad and the Wallowa Lake Highway use steel beams; and, for this reason, vertical and horizontal clearances will not be a problem--in that temporary falsework is not required.

H. S. Coulter
Division Engineer

By
Alfred Shirley Jr
lfred Shirley, Jr.
ssistant Division Engineer

cc Porter
Klaboe
Wolfe
Morgan
Barbee

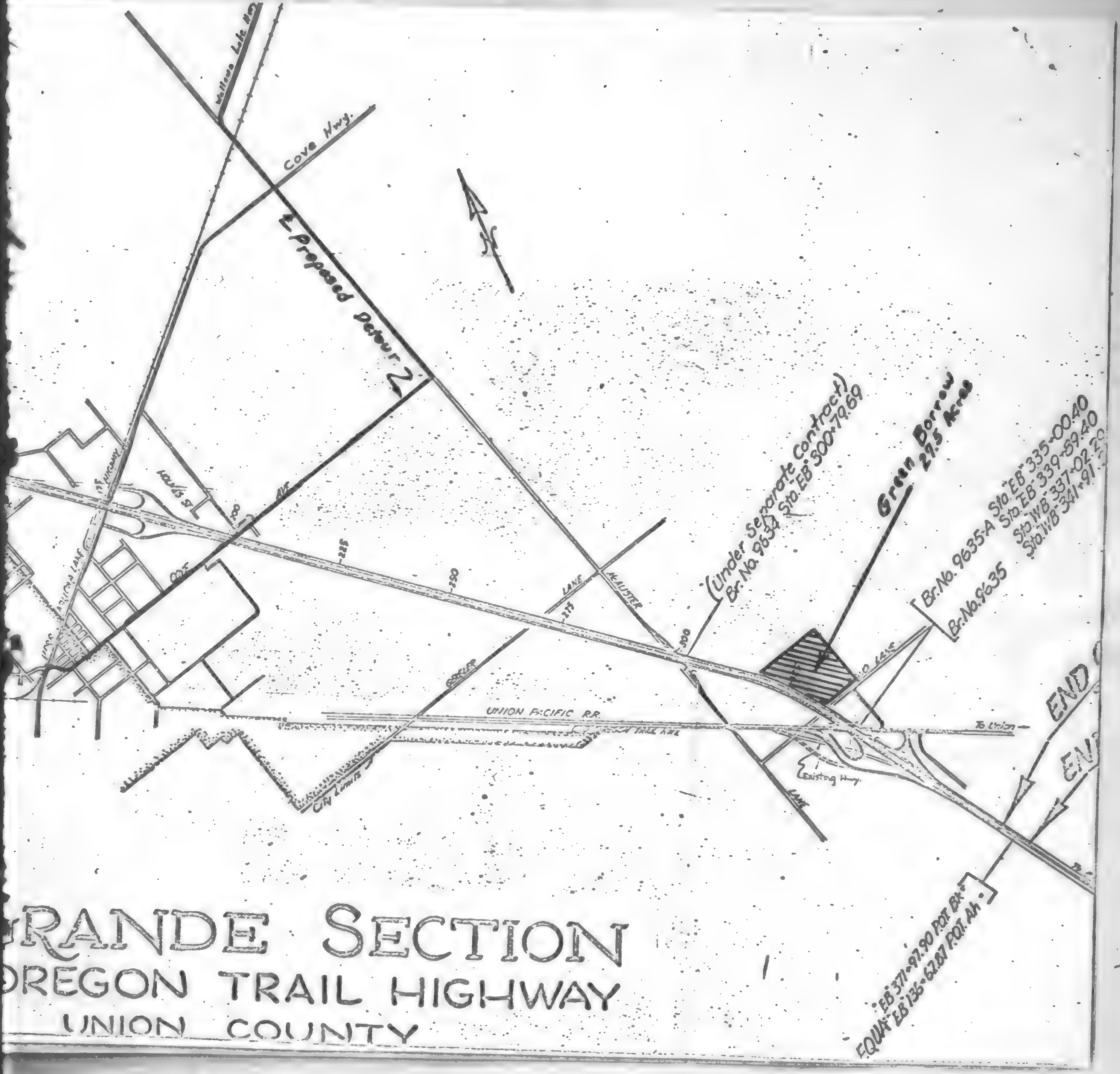
RECEIVED
MAR 20 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER



LA GRANDE SEC

OLD OREGON TRAIL HIG

UNION COUNTY



GRANDE SECTION
OREGON TRAIL HIGHWAY
UNION COUNTY

Salem, Oregon
March 12, 1970

R. L. Porter
Deputy State Highway Engineer

There seems to be a tempest generating in the LaGrande area over the matter of borrow material for the LaGrande Bypass. This came to my attention as a result of a telephone call from Dave Baum to Chairman Jackson, who in turn relayed the matter to me for investigation.

I find that the Gordon Ball organization is attempting to get some zoning restrictions lifted so that they may borrow fill material adjacent to the highway. This is a matter between the contractor and the local authorities (zoning commission).

Word is out locally through Darrel Doyl, project superintendent for Ball, that they intend to proceed with the borrow in spite of the action of the local zoning commission and if they are stopped, they will test the constitutionality of the Oregon zoning laws in the courts. I take this latter with a grain of salt; however, this is the story.

I have discussed this matter with Dave Baum, who is very calm about the whole situation. He is of the opinion that the local zoning authorities will not be pushed around. Mr. Baum made one suggestion - that we look into the matter of closing Highway 82 at the I-82N crossing during periods when the contractor was moving material through the intersection. He felt that this might help alleviate the situation. While I am reluctant to enter into this in any way, I told him that we would investigate the feasibility of this, using McCalister Lane as a detour.

I am asking, by a copy of this letter, that our local Division people study this entire matter and keep us informed as to progress of the dispute and the feasibility of the detour proposal.

Forrest Cooper
State Highway Engineer

FC:fn

cc F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
H. S. Coulter

RECEIVED
MAR 16 1970
FOR FILING

I-80N-6(41)263
7366

March 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

E.P.F.
Gladstone Int.-
oregon city

Dear Sir:

We are submitting program data for two projects, Items 601 and 602 which we desire to have included in the Federal Aid Interstate Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:aw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

March 11, 1970

FEDERAL-AID
(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N 2 mi. S. E. of La Grande 21 65	**ADT**	PRESENT 2,650	FUTURE 4,700 (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 1 U'xing Structure 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Unio
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL- I-8

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		I-80N- 2 mi. S.E. of La Grande			
5					**ROW**		(La Grande Section) (McAlister Lane Str.)			
5					**CONST** (CODE) X 721			0.00	605,000	558,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	605,000 (16) (23)	558,000 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

rch 11, 1970

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	2,650	4,700	90	08	Oregon	35	042	602

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
					I -	80-6	(44)	263	N

COUNTY NAME Union CODE 061

ROUTE NO. I FEDERAL-AID I-80N STATE 6 U.S. I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
0.00	605,000	558,000	47,000	
0.00	605,000	558,000	47,000	

CHARACTER OF PROPOSED WORK (Full description)

One undercrossing str., length 620' H.C. 40'.

ROW - 280' minimum; Access Control - Full; Parking Restrictions - Complete.

REMARKS Additional Data. Items 282 and 594 Project Nos. I-80N-6 (22) 256 and I-80N-6 (42) 256.
IM 50-1-70 - State Clearinghouse Review not necessary as per BPR letter of 2-19-70. (over)

USCOMM DUSCOMM-DC 48005-P61

I-80N 2 mi. S. E. of La Grande

Additional Data - continued

The project consists of one post tentioned concrete box girder under crossing structure Bridge No. 9634 Sta. "EB" 300+79.69 Type Code X781 on McAlister Lane, 620 feet in length, horizontal clearance 40 feet. The road approach grading and paving is being done on the La Grande Section Project No. I-80N-6 (42) 256.

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FEB 17 1970
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-11N-6(44) 263
7366

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

NOTED
B. KLABOE

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe ✓
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 - 1970
FOR FILE

1859

**OREGON STATE
HIGHWAY DEPARTMENT**

I-80N-1(44)263
7366

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 30, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Old Oregon Trail Undercrossing
of McAlister Lane
LaGrande Section
Union County
Bridge No. 9634

For the subject structure we propose to use the "Transflex 200-A" expansion joint seals as manufactured by the General Tire Company. This is to be done on an experimental basis in accordance with U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3.

This joint will be used in place of a double Type "E" compression joint seal, the details of which are much more complicated and difficult to install than the transflex joint. This should result in a more simple, easier to repair, and less expensive joint sealer.

We are requesting your permission to use this item on an experimental basis on the subject project.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

JEB:jf
cc: Tom Edwards
L. H. Young
V. E. Skoog

NOTED
TOM EDWARDS

RECEIVED
OCT 1 - 1970

FOR FILING

I-80N-6(44)263
7366

Salem, Oregon
December 29, 1969

Agenda Item 4m
December 23rd meeting

RAILROAD COMPANIES
FILE No. 687

Mr. G. E. Rohde
Chief Counsel

Attention: Jack Sollis

BUILDING

Attached are three copies of an agreement with Union Pacific Railroad Company, Union County, and the State Highway Commission providing for the construction of the La Grande Section of I-80N in Union County.

Please have the Railroad Company date and sign all three of these copies. We have retained a xerox copy of the agreement for the Commission's files until a fully executed copy is returned.

Floyd Query, Secretary

fkm
Att.

cc F. D. Morgan
Attn: Ted Litchfield

RECEIVED
DEC 19 1969
FOR FILING
I-80N-6(44) 263
7366

December 18, 1969

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the December 23 meeting a three-way agreement among the Union Pacific Railroad Company, Union County and the State Highway Commission providing for the construction of the La Grande Section of I-80N in Union County.

This is the usual form of agreement prepared by the Railroad for this type of project and grants the State permanent and temporary easements for the construction of this project for a consideration of $1,030. It also requires the State to reimburse the Railroad for all costs it incurs. This project includes the installation of crossing gates and the necessary work on the grade crossing surface at the Bond Lane and McAllister Lane Grade Crossings, the temporary and permanent signal and communication line adjustments at the Wallowa Lake and Union Junction Overcrossings, engineering inspection, and other miscellaneous work. The Railroad estimates this work to cost the State $113,330. All costs are eligible for federal reimbursement with Interstate funds.

Inasmuch as Bond Lane and McAllister Lane are county roads and certain maintenance obligations are assessed to the County, the County is a party to this agreement and has agreed to the obligations assigned to it.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. M. Young
R. S. Coulter
F. D. Morgan (Attn: T. W. Litchfield)
TWL:ss sr

RECEIVED
DEC 1 1969
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 5, 1969

In reply refer to: 08-35.6

I-80N-6(44)263
7366

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I.D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)
McAlister Lane
Spencer Bearings

Your letter of November 28, 1969 requests approval on an experimental basis of Spencer type C6Z expansion bearings for the above post tensional box girder structure. On this project only I will approve the use of this bearing under Category 2 of PPM 20-6.3. The elastic shortening warrants additional consideration for the post tension-type of structure. The Spencer type appears acceptable if proper protective precautions are taken during construction.

In view of the California use of neopreme perhaps some study should be exerted in temporary relief during stressing and final installation after this process is completed. Some excellent comments on steel bridge bearings and their costs are discussed in the AISC Engineering Journal, January 6, 1969, Volume 6, No. 1.

Cpy Tom 12-10-69

NOTED
TOM EDWARDS

RECEIVED
DEC 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP [illegible] 1969
FOR F

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-80N-6(44)263

7366

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: September 9, 1969

In reply refer to: 08-35.6

Edwards
cc Klaboe

SUBJECT: Oregon Project I-80N-6(-)
La Grande Section - Old Oregon Trail Highway
McAlister Lane

I approve your request as outlined in your September 2, 1969 letter signed by Mr. Wolfe on the subject structure. This approval is given for the following reasons:

1. Traffic ADT is over 1000 and this structure width meets your current standards.
2. This is a Federal-aid secondary route and radical changes in horizontal alinement are not desirable.
3. A saving of $105,000 is reflected in the simplification of design.

NOTED
TOM EDWARDS

RECEIVED
SEP 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy [illegible]
9-12-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 3 - 1969

FOR FILING

I-80N-6(44) 263
7366

September 2, 1969

7759

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Your File 08-35.1
McAlister Lane Undercrossing
LaGrande Section
Old Oregon Trail Highway
Oregon Project I-80N-6(-)

Dear Sir:

In reply to your letter of August 14, enclosed is a print of Bridge Drawing No. 24797 which shows revisions to the design that will result in a saving of approximately $105,000. This means our structure on McAlister Lane will cost approximately $640,000.

Our projected traffic for this crossroad is over 1,000 ADT. We expect to construct a 40-foot structure, as well as a crossroad having two 12-foot lanes and 8-foot shoulders. Our present alignment for this crossroad has been laid so as to miss the stockyards in the southwest quadrant. We have endeavored to retain the road alignment as nearly to that which now exists and still miss the aforementioned property. This local road has existed for many years with good tangent alignment, and we feel our facility should retain this as nearly as feasible and not introduce the hazard of more severe reversing curves in an otherwise straight roadway.

Your approval of our present plan is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
VICTOR D. WOLFE for
Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
Ivan Merchant (enc.)
D. J. Barbee

Enc.

DMS:jp ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 14, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)
LaGrande Section-Old Oregon Trail Highway
McAlister Lane Undercrossing

Edwards

Your July 2 and 30 letters indicate the need for the structure at McAlister Lane. Traffic figures which were conveyed to Mr. Nichols support the bridge width in accordance with your standards; however, the roadway is not compatible with the structure width. Recognizing that this is a special structure with a large skew angle highway design and bridge design, insofar as geometrics are concerned, should be in agreement. The 36-foot standard will meet AASHO criteria.

Part of the large cost of this structure is due to the skew angle. The possibility of reducing the skew and shortening the structure should be considered. Please submit yours reasons for retaining the design alinement.

The type of design proposed suggests the possibility that some economy could be effected by adjustments in the interior configuration and still obtain an aesthetically pleasing structure.

Your comments in connection with this work would be appreciated.

Send copy - Olson
B/U 1 week

RECEIVED
AUG 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 8 1969
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-80N-L(44)263

7366

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 2, 1969

In reply refer to: 08-35-DA

cc Klaboe 9-5
Edwards

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-6(-)256
LaGrande Bypass - McAllister Lane

Confirming our recent conversation in regard to the McAllister Lane structure on the I-80N LaGrande bypass - Judge Misener's August 18, 1969 letter established the County's unwillingness to sever this road. ORS 374.065 requires County concurrence of road closures.

The structure is therefore approved.

Copy - [illegible]
9-5-69

Barbee
[illegible]
9-9-69

NOTED
TOM EDWARDS

RECEIVED
SEP 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. PORTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 26 1969

County Court of Union County
La Grande, Oregon

FROM THE OFFICE OF
EARLE C. MISENER, COUNTY JUDGE

[illegible]

NOTED
H. S. COX

RECEIVED
AUG 20 1969
ENGINEER
COUNTY & CITY DIVISION

August 18, 1969

I-80N-6(44) 263
7366

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Si Cox

Dear Sir:

The County Court wishes to go on record as opposing the suggested frontage road from the south end of McAllister Lane to Bond Lane rather than the originally planned structure at the By-Pass.

It is felt that the citizens of Union County made their wishes known at the appropriate hearing in which the By-Pass was discussed in 1967 and up to now there has been nothing presented that would change their decision.

At present there is no cross traffic corridor on the By-Pass except at Highway 82, Union Cut-off and Ladd Canyon. It would then appear if one was planned orginally for McAllister Lane and nothing has happened to cause a change, there still is a requirement for one.

This correspondence is prepared and forwarded as a result of the Highway Commission inquiry and request.

Sincerely

Earle C. Misener
County Judge

ECM/jl

Copy to F.B. Klaboe.
D.J. Barbee

copy to
Simpson, BPR
8-26-69

RECEIVED
AUG 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

[illegible] 7-22

7-15-69

[illegible]
Barbee - [illegible]
By Asst. State Hwy. Engr.

July 2, 1969

B/[illegible] 7/2

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: McAlister Lane Undercrossing, La Grande Section
Old Oregon Trail Highway (I-80N), Union County
Your Reference: 08-35.6

Reference is made to your May 13 letter in regard to this structure. This has been re-examined, new traffic counts taken, and an alternate frontage road service has been laid out and estimated.

The analysis of road-user costs indicates a saving to the motorist by using the proposed structure over the freeway rather than a frontage road which might be constructed along the easterly side of the freeway. As could be expected, the construction costs overbalance this saving.

The appropriate County officials were contacted, the situation was explained, and they were requested to consider closure of McAlister Lane at the freeway and substitution of the frontage road pattern. After considerable discussion and deliberation, we were advised that they did not believe this would be an acceptable revision to the local road pattern and that they wished the structure as indicated in the County agreement.

There is no specific plan for improvement of McAlister Lane at this time and, since we are not adding additional lanes, I do not believe that a concurrent commitment of improvement of the local facility is necessary.

This section is scheduled for construction in the near future (probably October) and your review and approval of the preliminary structure plans at an early date will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K2874
D. J. Barbee

ADO:jp srb

Fred: Simpson says he will get into the act and see what he can do.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 13, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: I-80N-6(-)
LaGrande Section
Old Oregon Trail Highway
McAlister Lane Undrcrossing

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DESIGN DIVISION

5-14-69

I have reviewed the preliminary plans and find them interesting but feel that the need for such a structure must be documented prior to relating our comments. We find this $746,000 project to be extremely expensive for this substandard county road.

The structure width is up to full standard and it is expected that you have some commitment from county people that they expect to develop this road in the future to such a standard. It is felt that a more economical solution for handling traffic on the road should be investigated. A right angle crossing could reduce the cost by some $200,000.

A second alternate might be to carry McAlister Lane to Bond Lane and intersect old U.S. 30 at Union Juction Interchange. This could save as much as $600,000 and would eliminate an unfavorable appearing high fill.

Please furnish us with your supporting data on the above studies and plans or commitments for developing McAlister Lane to the standard proposed.

5 15 69

Barbee
By Asst. State Hwy. Engr.

R/D ans.

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 24 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-21

I- N-6(44) 263
7366

February 20, 1969

Union Pacific Railroad Company
[illegible] North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: McAllister Lane Grade Crossing
La Grande Section
Old Oregon Trail Highway
Union County
YOUR FILE: D 315-2-140

Gentlemen:

This is in reply to your letter of February 5, 1969, in which you inquire as to what basis the State used to presume the Railroad should bear the expense of improving the existing width of the McAllister Lane Grade Crossing.

Our letter of May 22, 1968 established the fact that the County had prior right at this location. It has been our practice in dealings with Railroads that the costs of the grade crossing surface will be borne in the following manner in each of the conditions listed below:

1. When a Railroad crosses an existing road with new construction, the Railroad bears the entire cost of the construction of the crossing.

2. When a road crosses an existing Railroad with new construction, the public agency bears the entire cost of the construction of the crossing.

3. When a public agency widens an existing grade crossing at which the public agency has prior right. The Railroad bears the expense of improving the existing width of highway and the public agency bears the expense of the additional width required to conform to the new construction.

4. Where a public agency desires to widen an existing road which does not have prior right at the grade crossing site, the public agency bears the entire cost of the improvement of the grade crossing.

You are correct in stating that there is no law or agreement covering the above stated conditions. This is a matter of Highway Department policy and has been used with all Railroads.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss
cc: R. E. Simpson (w/copy of UPRR letter)
F. B. Klaboe "
A. F. Parson "
J. L. Sollis "
H. M. Fillmore "

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 5, 1969

(File Ref. D 315 - 2 - 140)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

La Grande Section - Old Oregon Trail Highway
Union County - R/W File No. 41724 - - - - -

In your letter of May 22, 1968 concerning the captioned project it was stated that "---inasmuch as the County Road has prior rights through this area, the cost for improving the existing width of the grade crossing must be borne by the Railroad" regarding the State's desire to widen the McAllister Lane grade crossing in connection with the project.

Will you please advise the State's basis for presuming the Railroad should bear this expense inasmuch as the County Road has prior rights? Insofar as we know there is no State law or agreement to that effect.

Yours very truly,

W. G. Johnson

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
FEB 7 1969
CONSTRUCTION
DIVISION

Rea
Swan
Glenn
Litchfield
Gallagher
Stein

FORM E-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 19 1968

I-80N-6(44)263
7366

3P

June 17, 1968

Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. O. W. Ryan
Manager of Properties

Re: Consideration for Easement
LaGrande Section
Old Oregon Trail Highway
Union County
R/W File 41724
Your file: 1610-4
1610-5

Gentlemen:

Please refer to my letter of April 18, 1968, wherein I advise that our plans were being revised in a way that will require additional property along your main line between McAllister Lane and the proposed highway overcrossing at Union Junction. At that time I indicated that as soon as an appraisal of the property was made we would be in a position to make you a firm offer for this land.

With our letter of May 22, 1968, we submitted to Mr. W. G. Johnson revised encroachment maps, cross sections and descriptions for the above-captioned file. We have now completed our reappraisal of this property and are in a position to offer you the sum of $1,050 as consideration for the twelve parcels of land.

If this is satisfactory, please proceed with the preparation of an agreement for the construction of this section.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

cc: W. G. Johnson - Union Pacific Railroad Company
TWL:ss

cc: R. E. Simpson
F. B. Klaboe
D. H. Moehring
H. W. Snell
A. F. Parson
C. E. Payton

RECEIVED
JUN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-6(44)263
7366

May 22, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revised Encroachment Map and
Cross Sections
LaGrande Section
Old Oregon Trail Highway
Union County
YOUR FILE: D-315-2-140
R/W File 41724

Gentlemen:

Herewith you will find four prints each of the following:

1. Encroachment Map No. 9B-1-4 Rev. May, 1968.
2. Encroachment Cross Sections No. 9B-1-5 Rev. May, 1968.
3. Description of easement for File No. 41724 dated April 24, 1968.

In conjunction with the construction of the above-captioned section we propose to improve the existing grade crossing at McAllister Lane. In order to make a satisfactory grade crossing, it is necessary to raise the grade of the existing highway between McAllister Lane and the new location of Bond Lane. As you can see on the cross sections, the encroachment on your property will be minimum but this will require a reappraisal of the value of the easements required for this construction. Upon completion of this reappraisal we will make you a firm offer for this land.

We have examined the status of the McAllister Lane Grade Crossing and find that McAllister Lane was opened as a County Road on November 14, 1877, as recorded in Journal A "Page 395". The OWR&N purchased right of way through this area in August, 1883. Therefore, inasmuch as the County Road has prior rights through this area, the cost for improving the existing width of the grade crossing must be borne by the Railroad. The State will bear the cost of the additional width of the crossing surface. The existing surface is 40 feet wide when measured along the centerline of the tracks, and the width of the proposed crossing is 45 feet. The State will, therefore, bear the expense of the additional five feet of width. The cost of signalization will be borne as set forth in our letter of November 28, 1967.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

cc: R. E. Simpson
F. B. Klaboe
D. H. Moehring
H. W. Snell
A. F. Parson
C. E. Payton
Encl.

RECEIVED
MAY 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. [illegible], MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-6(44)263
7366

November 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Grade Crossings of UPRR
McAlister Lane & Bond Lane
LaGrande Section
Old Oregon Trail Highway
Union County

Dear Sir:

On October 12, 1967, we filed an application to the Public Utility Commissioner wherein we requested the relocation of the existing grade crossing of Bond Lane with the Union Pacific Railroad Company tracks to a new location approximately 1,725 feet SE of the existing location. This will be required by the construction of the above-captioned section which will sever Bond Lane as it now exists.

In our application to the PUC we proposed that the new grade crossing of the railroad be protected in the same manner as the existing grade crossing is protected, that is, by PUC Standard No. 1R, Crossbucks with "Stop" signs. Since then the railroad has responded with their letter of October 27, 1967, two copies of which are attached hereto, wherein they express the thought that both McAlister Lane and Bond Lane should be protected by automatic signals. You will find attached hereto two copies of sheets 1, 12, and 14 of the preliminary plans which show our construction in these areas.

Our Traffic Engineering Division has advised that the present ADT on McAlister Lane is 470 vehicles and is projected to reach a volume of 700 in 1985. The present ADT of Bond Lane is 80 vehicles which is projected to 120 in 1985. The railroad indicates that the additional traffic generated by our new facility will require the installation of automatic crossing protection. Although the traffic volumes are low at these locations, this may be desirable inasmuch as there are 20 train movements per day over these crossings with a maximum speed of 79 m. p. h.

NOTED
F. B. KLABOE

Please review the information presented herewith, advise if you would approve the installation of automatic protection at these two locations, and, if so, the type of protection you would recommend. It would appear that signals at these two locations, if installed, would be eligible for federal-aid under PPM 21-10, and that 90% of the cost would be borne by the BPR and 10% by the railroad. Since the railroad must reply to our PUC application by December 1, I will appreciate your early reply regarding this matter.

Very truly yours,

F. D.Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosures

cc: F. B. Klaboe w/copy of UPRR Letter
L. H. Young "
F. B. Crandall "
Tom Edwards "

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

October 27, 1967

File D-315-2-140

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

RE: LaGrande Section
Old Oregon Trail Highway
Union County

ATTENTION: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

In connection with State's proposal to reconstruct the above-captioned section of highway to Interstate standards the McAlister Lane crossing of our main line track at railroad M.P. 293.28 is to be improved and the Bond Lane crossing at railroad M.P. 293.95 is to be relocated per State's plans.

While these county road crossings presently do not handle large volumes of vehicles, as a result of Interstate highway construction the amount of traffic can be expected to increase considerably due to limited access features of the highway. Consequently, believe consideration should be given to installing automatic signals on these crossings in connection with the highway project.

Will you accordingly kindly investigate this situation and advise whether the State is willing to proceed with installation of automatic crossing protection, utilizing Federal Aid funds, at this time.

Very truly yours,

W. G. Johnson

Routing
Morgan
Decker
Bond
Barboa
Walker
Glenn
Swan
Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
NOV 3, 1967
CONSTRUCTION
DIVISION

FORM E-123X 20M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1967

I-80N-6(44)263
7366

May 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
417 Cottage Street N. E.
Salem, Oregon

Subj: LaGrande Section
Interstate 80-N
Union County

Your Ref: 08-35. BC/710.11

Dear Mr. Parsons:

Reference is made to your letter dated October 19, 1966 listing certain right of way files which had not been approved on the LaGrande Bypass. These were in connection with the reconstruction of McAlister Lane over the proposed freeway, and with the relocation of Bond Lane to reconnect it to the LaGrande-North Powder Highway east of the freeway rather than building a structure to leave it in its existing location.

McAlister Lane was relocated very slightly easterly to avoid extensive damages to the LaGrande Livestock Company. There should be no question of the necessity of re-establishment of the road system along this approximate alignment.

The possibility of dead ending Bond Lane in lieu of reconnection was discussed with the County. We have now been advised by the County that this road is of sufficient use and importance to them that they desire this to remain a through road. Alternate estimates were made of relocation of Bond Lane as proposed by the field survey and of building a structure over Bond Lane where it exists. The relocation as proposed was estimated to cost approximately $130,000 including right of way, as opposed to $241,000 for a minimum separation structure; therefore, our plans have been made for the relocation of Bond Lane as shown on our current plans and requiring the right of way in question.

Your release of the files mentioned in your October 19, 1966 letter is requested.

Very truly yours,

F.D. Morgan
Construction Engineer

By ADOlson
A.D. Olson
Urban Engineer

RECEIVED
MAY 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:jr
cc: F.B. Klaboe
A.F. Parson
D.H. Moehring
Si Cox

RS-570 Hot Lake O'Xing. Section, of 1970
LaGrande-Baker Hwy., S. of LaGrande
#7367 (Grad., paving & struct.)

H&R-501
RR-698

7367 5

1859

**OREGON STATE
HIGHWAY DIVISION**

Region 5 Unit

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

December 10, 1973

E. R. Ferguson
Vice President
Gordon H. Ball, Inc.
Box 897
Renton, WA 98055

Dear Mr. Ferguson:

RE: La Grande Section Contract No. 7337
Old Oregon Trail Highway, Union County
Settlement of Claims

This will acknowledge receipt of your request for additional review of claims on contracts nos. 7337, 7366, and 7367.

It appears that the claims you wish to review are the same claims that we have been over with you on several occasions and rejected. If a review would be just a rehash of information previously submitted, it is my opinion that such a meeting would be a waste of time. If, however, you have new information to substantiate your previous claims or if you have new claims that have not been heard, we will be very happy to listen.

I have to be in Salem for a meeting on January 16, 1974. If it is agreeable with you, I could arrange a meeting for either January 14 or 16 in Salem. If these dates are not acceptable, I would suggest a later date in La Grande.

Sincerely,

Wendell E. Schwartz
Regional Engineer

cc H. S. Coulter w/attach
C. T. Keasey "
C. O. Fredrickson "
Alfred Shirley "

RECEIVED
[illegible] 1973
Office of
Assistant State Highway Engineer

S RE ☐ RCE ☐ RSE ☐ RME
L ROE [illegible] 1973 ☐
☐ RCE RECEIVED REGIONAL OFFICE ☐

Gordon H. Ball, Inc.

December 6, 1973

Mr. W. E. Schwartz, Regional Engineer
Oregon State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

Subject: Oregon State Highway Contract 7337
Settlement of Claims

Dear Pat:

Reference is made to our letter of August 20, 1973 and to our last meeting in your office on November 28, 1972. Unfortunately due to the unusual demands of our 1973 construction season we have not had a chance to finalize our outstanding claims. It is hoped in the very near future we will be able to satisfactorily resolve these outstanding differences. Basically, in review, we would like to summarize and present additional claim data on the following:

Time extension on Contract 7337, LaGrande
Railroad flagging claims on Contract 7337
Bolt extension in lieu of grinding on decks, dice rock, compaction and AC non-specification material on Contract 7337, LaGrande

Time extension on Contract 7366, McAlister Undercrossing
Price Agreement #3 (30301) $1,000 stressing steel on Contract 7366, McAlister Undercrossing
Grinding bump on bridge deck on Contract 7366, McAlister Undercrossing

Time extension on Contract 7367, Hot Lake Overcrossing
Railroad flagging claims on Contract 7367
Railroad track protection claim on Contract 7367

A DILLINGHAM COMPANY
BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

Please contact me with a time and place it would be convenient to meet. If you plan to be in Portland or Seattle area perhaps this would be most convenient, otherwise we would be happy to schedule a meeting in LaGrande.

Very truly yours,

GORDON H. BALL, INC.

E. Ferguson

E. R. Ferguson
Vice President

ERF:mls

7367 LH Young

STATE COPY

FORM PR-33C
(REV.3-68)

cc: OSHD (~~R E Johnson~~)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cat

4-18-73

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

#1367

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE R. P.

TITLE asst Office Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY R. A. Nichols

IN COMPANY WITH Unaccompanied

CONTRACTOR'S NAME Gordon H. Ball, Inc.

STATE Oregon

REGION NO. 10

COUNTY Union

PROJECT NO. RS-570(1)

DATE OF INSPECTION April 18, 1973

CONTRACT AMOUNT $ 703,657.80

MAY 02 1973
REGIONAL OFFICE

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, drain and high-type pavement. Two 12' lanes, 8' shoulders. One railroad o'xing structure.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.453	40	X121	0.056

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

NOTED
H.S.COULTER

HOT LAKE OVERCROSSING SECTION
LA GRANDE-BAKER HIGHWAY

The contract work was awarded to Gordon H. Ball Inc. on May 1, 1970. The time data on this project is as follows:

Contract time started May 1, 1970
Contract work started May 14, 1970
Contract work completed October 13, 1972
Contract time allowed 370 calendar days
Contract time used 492 calendar days
Time extension allowed 26 calendar days
Liquidated damage charged for 96 calendar days

RECEIVED
STATE HWY ENGR
MAY 3 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

The final contract cost for the original items was $667,547.43, 5.1% less than the original contract amount. Many of the items deviated from the original contract amount by large percentages but none were significant.

5-4-73
cy Const.
Young

ACCEPTANCE OF PROJECT IS RECOMMENDED

SIGNATURE R. A. Nichols Origi[illegible]
R. [illegible]

TITLE Area Engineer

DATE

ACCEPTED BY BUREAU OF PUBLIC ROADS

SIGNATURE Glen L. Green G L Green

TITLE Division Engineer

DATE 5-2-73

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

5

7367

February 28, 1973

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On February 21, 1973, we wrote to you concerning release of final payment on Contract No. 7367 awarded to Gordon H. Ball, Inc., for work on the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County.

Final payment on this contract is $1,986.34 and the total contract amount is $657,816.84 including $6,103.12 for work performed under force account.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. N. Graham, Assistant Secretary

dr

cc Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Knoch
Wendell Schwartz

RECEIVED
JAN 11 1973
FOR FILING

7367

January 10, 1973

Gordon H. Ball, Inc.
P. O. Box 897
Renton, WA 98055

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 96 days to complete work on Contract No. 7367, Hot Lake Overcrossing Section of the LaGrande-Baker Highway in Union County.

Careful consideration has been given to the reasons you submitted. In light of available facts and the provisions of the contract, the Oregon State Highway Division has denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: C. W. Head
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Skoog
W. E. Schwartz
H. M. Van Cleave
Federal Highway Administration

RJW:dh dpy

RECEIVED
JAN 11 1973
FOR FILING

7367

January 10, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Extension of Time, Contract No. 7367
Hot Lake Overcrossing
LaGrande-Baker Highway

Gordon H. Ball, contractor for the construction of the subject project in Union County, has requested an additional 96 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites a delay in obtaining a permit for a borrow source from the Union County Planning Commission as his reason for failure to complete the work on time.

The contract was awarded May 1, 1970, and allotted 370 calendar days to complete the work. Stop work order time and a previously granted time extension reduced the time charged, but the actual completion date resulted in a 96-calendar day overrun. A second request for an extension of time, based on alleged delays by the Union Pacific Railroad in approving railroad protection plans, was denied at the February 22, 1972, meeting.

There were three suggested State-controlled borrow sources shown on the contract plans. Of these three, one was suitable for structure fills through which piling was to be driven. The contractor contends he required another borrow source for these fills and the Union County Planning Commission delayed issuing a permit for this source, forcing him to work in the winter months which delayed the project 96 days.

A review of the contract records and those of the Union County Planning Commission reveal that the contractor's application for a conditional use permit was approved the first time it was brought before the Planning Commission.

Based on the above, I have denied the contractor's request for an extension of time. Liquidated damages will be assessed for 96 days at $150 a day, for a total of $14,400.

This is a Rural Secondary project and concurrence of the Federal Highway Administration is not required. This matter will be on the agenda for your concurrence at the January 23 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
W. J. Hart
C. T. Keasey
V. E. Skoog
L. H. Young - Attn. V. L. Gallagher
W. E. Schwartz
Gary Ross
Gary Sund

RJW:dh dpy

AEJ

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 6, 1972

SUBJECT:
Request for Time Extension
Hot Lake Overcrossing
La Grande-Baker Highway
Union County
Contract No. 7367

To: W. J. Hart
Bridge Engineer

SALEM

Submitted herewith is Contractor's Request for Increase in Number of Workdays for the above mentioned project. This request is accompanied by the Resident Engineer's report with pictures and other supporting data.

The contractor's request is based upon the allegation that the State designated borrow sources did not meet their "economic criteria for bridge fills containing piling". This simply means that they decided to obtain a borrow source closer to the project.

The decision to use a different borrow source and the mechanics of obtaining a conditional use permit for the alternate source were decisions of their own and were within their power to control. They had the responsibility before they changed borrow pits to appraise themselves of any difficulty they might have in obtaining a permit. Our records show, in fact, that their application for a conditional use permit was approved the first time it was brought before the Planning Commission.

I concur with the recommendation of the Resident Engineer that the request be denied.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc H. N. Van Cleave

NOTED
R. W. ELLISON

RECEIVED
DEC 7 1972
BRIDGE DIVISION

122 days
− 26 days 9-8-71 extension.
96 days left @ 150 = $14,400. left.
completion date = Oct. 13. 1971.
from John Bond 12/14/72

FORM [illegible] (REV. 10-[illegible])

☒ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE NOV 14 1972 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
November 8, 1972

To: W. E. Schwartz
Regional Engineer
La Grande, Oregon

SUBJECT: HOT LAKE O'XING
La Grande - Baker Highway
Union County
Contract No. 7367

Enclosed is a request for extension of contract time for subject contract.

I recommend that this request for time be denied for the following reasons:

(1). Of the three material sources specified on the plans, two of these were generally unsatisfactory material for embankment to be used on bridge fills containing piling. The third source (material source #2) would have been almost ideal (see photos).

The material in this source (material source #2) was gravels with a maximum size of about one (1) cubic foot. This material source was 3.7 miles from the center of the project. Therefore, the only economic criteria that would make this source unsatisfactory would be the haul.

(2). Mr. Ferguson then states that upon award of the contract on May 19, 1970, they immediately petitioned the Union County Planning Commission for required zoning and permits to develop anticipated borrow areas. According to the attached minutes of the Union County Planning Commission, no application was applied for on either the May 25 or June 22, 1970 meetings.

An application was presented to the Commission on July 27, 1970 and was approved with no objections.

Mr. Karl Stone of the Union County Planning Commission, has stated to me that if an application is received 14 days before the next schduled meeting, the subject will be on the agenda for that meeting.

(3). Work began on this project Thursday, May 14, 1970. The contractor began clearing and grubbing on this date. One (1) bulldozer was used on May 14 and 15, 1970. No further work was performed until August 12, 1970. The first fill was placed on the job August 19, 1970; 23 days after the application for the borrow source had been approved by the Union County Planning Commission.

(4). A preconstruction conference for this project was held on May 22, 1970. Mr. Daryl Doyle, project manager, stated at this conference that construction on subject contract would not start for approximately one (1) month. The reason for this delay was given as "Time for the wet areas to dry out".

(5). No schedule of operation or critical path was ever received by the resident engineer for this project. If, as Mr. Ferguson stated in his letter, there was an original critical path, it was a well kept secret from the Oregon State Highway Division.

H. N. Van Cleave
Resident Bridge Engineer

Enclosure
HNV/jfl
cc: File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7367 Contractor Gordon H. Ball, Inc.

Highway La Grande-Baker

Section Hot Lake Overcrossing

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~. The reasons for such recommendation are as follows:

No Permit delay for borrow source as alleged by Contractor. Request denied.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

asst.

State Highway Engineer

Contract No. 7367

Project designation RS-570(1)
State-Federal

Date awarded May 1, 1970

Work started May 14, 1970

Per cent completed 100, March 29, 1972
Date

No. of Workdays Allowed 370

No. of Workdays Used 466

No. of Added Workdays Requested ~~96~~ 0

D-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 10-2, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 370 days to 466 days, within which to complete our Contract No. 7367, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached letter

Respectfully submitted,

Contractor

By
E.R.Ferguson, Vice President

CONSENT OF SURETY

Date 9-29, 1972

We, ARGONAUT INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ARGONAUT INSURANCE COMPANY
Attorney-in-Fact

(SEAL)

By:
John R. Lamberson, Attorney-in-Fact

Argonaut Insurance Company

HOME OFFICE • MENLO PARK, CALIFORNIA

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That ARGONAUT INSURANCE COMPANY, a corporation organized and existing under the laws of the State of California, and having its principal office in Menlo Park, California, does hereby constitute and appoint

JOHN R. LAMBERSON

of San Francisco, California its true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed, at any place within the United States, or, if the following line be filled, only within the area therein designated

any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

Any such obligations within the United States, in any amount

And said Company hereby ratifies and confirms all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents.

This appointment is made under and by authority of the following Resolution passed by the Board of Directors of said Company at a meeting held at the principal office of said Company, a quorum being present and voting, on the seventh day of July, 1959, which resolution is still in effect:

> **"RESOLVED, that the President or any Vice President, in conjunction with the Secretary or any Assistant Secretary, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected Officers of the Company in their own proper persons."**

IN WITNESS WHEREOF, ARGONAUT INSURANCE COMPANY has caused these presents to be sealed with its corporate seal, duly attested by its Vice President and its Assistant Secretary, this 28th day of May 19 70

ARGONAUT INSURANCE COMPANY

Vice President

(SEAL)

Assistant Secretary

THE STATE OF CALIFORNIA
COUNTY OF San Francisco } ss.

On this 28th day of May 19 70, before me came the above named Vice President and Assistant Secretary of Argonaut Insurance Company, to me personally known to be the individuals and officers described herein, and acknowledged that the seal affixed to the preceding instrument is the corporate seal of Argonaut Insurance Company and that the said corporate seal and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporation.

(SEAL)

NANCY F. STANSBERRY
NOTARY PUBLIC - CALIFORNIA
SAN FRANCISCO COUNTY
MY COMMISSION EXPIRES MAR. 16, 1974

Notary Public

My Commission Expires

I, the undersigned Secretary of Argonaut Insurance Company, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Company, and do hereby further certify that the said Power of Attorney is still in force and effect.

And I do hereby further certify that the Certification of this Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolution adopted by the Board of Directors of the Argonaut Insurance Company at a meeting duly called and held on the 25th day of May 1965, and that said resolution has not been amended or repealed:

> **"RESOLVED, that the signature of the Secretary or any Assistant Secretary of this Corporation, and the seal of this Corporation, may be affixed or printed by facsimile to any certificate to a Power of Attorney of this Corporation, and that such printed facsimile signature and seal shall be valid and binding upon this Corporation."**

of said Company, at Menlo Park, California, this 29th

PRESENTS: That ARGONAUT INSURANCE COMPANY, a corporation organized and existing under the laws of the State of California, and having its principal office in Menlo Park, California, does hereby constitute and appoint

JOHN R. LAMBERSON

of San Francisco, California its true and lawful Attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed, at any place within the United States, or, if the following line be filled, only within the area therein designated

any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, as follows:

Any such obligations within the United States, in any amount

And said Company hereby ratifies and confirms all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents.

This appointment is made under and by authority of the following Resolution passed by the Board of Directors of said Company at a meeting held at the principal office of said Company, a quorum being present and voting, on the seventh day of July, 1959, which resolution is still in effect:

> "RESOLVED, that the President or any Vice President, in conjunction with the Secretary or any Assistant Secretary, be and they are hereby authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as its acts, to execute and acknowledge for and on its behalf any and all bonds, recognizances, undertakings, contracts of indemnity or other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be as binding upon the Company as if they had been duly executed and acknowledged by the regularly elected Officers of the Company in their own proper persons."

IN WITNESS WHEREOF, ARGONAUT INSURANCE COMPANY has caused these presents to be sealed with its corporate seal, duly attested by its Vice President and its Assistant Secretary, this 28th day of May 19 70

ARGONAUT INSURANCE COMPANY

Vice President

(SEAL)

Assistant Secretary

THE STATE OF CALIFORNIA
COUNTY OF San Francisco } ss.

On this 28th day of May 19 70, before me came the above named Vice President and Assistant Secretary of Argonaut Insurance Company, to me personally known to be the individuals and officers described herein, and acknowledged that the seal affixed to the preceding instrument is the corporate seal of Argonaut Insurance Company and that the said corporate seal and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporation.

(SEAL)

NANCY F. STANSBERRY
NOTARY PUBLIC - CALIFORNIA
SAN FRANCISCO COUNTY
MY COMMISSION EXPIRES MAR. 16, 1974

Notary Public

My Commission Expires

I, the undersigned Secretary of Argonaut Insurance Company, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Company, and do hereby further certify that the said Power of Attorney is still in force and effect.

And I do hereby further certify that the Certification of this Power of Attorney is signed and sealed by facsimile under and by the authority of the following resolution adopted by the Board of Directors of the Argonaut Insurance Company at a meeting duly called and held on the 25th day of May 1965, and that said resolution has not been amended or repealed:

> "RESOLVED, that the signature of the Secretary or any Assistant Secretary of this Corporation, and the seal of this Corporation, may be affixed or printed by facsimile to any certificate to a Power of Attorney of this Corporation, and that such printed facsimile signature and seal shall be valid and binding upon this Corporation."

GIVEN under my hand and the seal of said Company, at Menlo Park, California, this 29th day of September 19 72

R. W. McCaffery
Sec.

7367

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
A. E. JOHNSON

DATE August 22, 1972

TO C. O. Fredrickson
Regional Bridge Engineer

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

SUBJECT Hot Lake Overcrossing
LaGrande-Baker Highway
Contract 7367

In regard to the contractor's claim for grinding off the bump in the concrete deck on this project, the additional information concerning the bulkhead as contained in H. N. Van Cleave's letter of August 15, 1972, has also been considered.

As noted in my letter of July 24, it appears that the contractor must be entirely responsible for removal of the bump by grinding. After the original screed grades were destroyed by the placement of the deck finishing machine, it appears that the the contractor in his haste to proceed with the deck pour did not allow the Resident Engineer's crew sufficient time to re-establish and check the screed grades. Although the error in screed grade near the bulkhead was partially the responsibility of the field crew, the error should have immediately been apparent to the contractor. First, when the deck finishing machine began running into the deck reinforcing steel at the beginning of the first deck pour, and again when the deck finishing machine was returned to the bulkhead and raised to clear the reinforcement increasing the deck thickness. The increase in deck thickness of approximately two inches should certainly have been apparent over the top of the bulkhead. The contractor is responsible for his workmanship. Since the field crew was apparently busy during this time resetting screed grades ahead of the finishing machine, failure of the contractor's crew to note these discrepancies and either report them to the inspector or make the necessary adjustments does not relieve the contractor of the responsibility.

The bump in the deck on the left side of the structure is a result of the error in the first pour, when the contractor's crew in an effort to clear the finishing machine over the first bump raised and lowered the finishing machine during the second pour without the knowledge of the inspector. This, again, is the contractor's responsibility.

It is, therefore, recommended that this claim be rejected in its entirety.

JD/ag

cc A. E. Johnson
~~A. A. Rear~~

RECEIVED
AUG 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

PRESIDENT—GLEN McKENZIE, Su erville
VICE-PRES.—ROY SKEEN, La Gran

MEMBERS:
ROBERT CAREY, La Grande
WILLIAM COOPER, Union
BEN ROBINSON, Imbler
LESLIE KEFFER, La Grande
ROBERT WILES, Elgin
GUY SMITH, North Powder
MERRELL CONLEY, Cove

KARL R. STONE, Administrator
Phone 963-2127 Ext. 9

COUNTY COURT MEMBERS:
EARLE MISENER, Judge
RUSSELL ELMER, Alicel
ROLAND SCHAAD, La Grande

UNION COUNTY
PLANNING COMMISSION
ROOM 220 * * FEDERAL BUILDING
P. O. Box 760
LA GRANDE, OREGON 97850

S

files

7367

August 9, 1972

Mr. Floyd Query
Secretary, Highway Commission
121 State Highway Building
Salem, Oregon 97310

[illegible] #1366

Dear Sir:

We have received two complaints against Gordon Ball Construction in Union County where it is felt that contracts were not complied with.

Mrs. Lester McClune complained of damage to her fence line approximately $100 by digging too close to the fence. The ordinance says there shall be no excavation within 30 feet of the McClune boundaries.

We are enclosing a letter from Mr. Don Jordan concerning the second complaint.

Before these files are closed we want these matters looked into and reconsiled.

Sincerely yours,

Karl R. Stone
Karl R. Stone, Administrator

Enclosure

cc: Richard Feller
Gordon Ball
Mrs. Lester McClune
Don Jordan
Mr. Schwartz

Aug 11
Mr. Stone
I am referring your letter to Mr. George Baldwin, Highway Administrator for such action as is necessary - also Jordans letter.
Floyd Query

RECEIVED
AUG 11 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1972
OREGON
STATE HIGHWAY COMMISSION

Cy to Stone & Baldwin

La Grande Oregon
August 5, 1972

Union County Planning Commission
Room 220 Federal Building
P.O. Box 760
La Grande, Oregon

Att: Karl Stone

Dear Mr. Stone,

April 16, 1971, The Union County Planning Commission granted to Lloyd Hill, F.H. Hill and Marjorie L. McClure a conditional use permit for removal of top soil from property they owned, and subsequently sold to Gordon H. BaLL, Inc., This property is generally located by County Road on the West, Cove Ave. on the North and Highway 80-n on the East.

To quote the Conditional Use Permit granted, beginning with line 11;

QUOTE: "Permission is hereby granted to the applicants to use all of that real property in the industrial zone described in the attached exhibit so as to reclaim the level of the property, so as to make it more suitable for agricultural purposes and industrial uses, which includes the removal of top soil in a workmanlike and uniform manner. This use shall expire 365 days after the date hereof, but the removal of top soil to be limited to 130,000 yards with an average depth of removal amounting to 1.64 feet as specified in presentation of application and accompanying maps." END QUOTE

The top soil on the above property was removed by Gordon H. Ball, Inc to a depth of 3 to 6 feet which is in direct violation of the conditional use permit. I would estimate that well over 300,000 yards of top soil was removed from the property, which totally destroyed it for agricultural purposes.

You will recall that prior to the granting of this permit, Gordon H. Ball, Inc. and the State of Oregon solemnly pleged "there will be no unsightly holes left along the freeway and that the State would strictly enforce these rules and regulations". It would appear that again our trusts have been violated.

I bring this matter to your attention for the consideration of the Planning Commission and the District Attorney for action necessary to correct violations of the above Conditional Use permit as issued.

Settlement with Gordon H. Ball should be delayed until this matter is thourgly investigated and corrected.

Sincerely,

Jordan

D.A. Jordan

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JUL 27 1972
FOR FILING

7367

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 24, 1972

TO C. O. Fredrickson
Regional Bridge Engineer

FROM ORIGINAL SIGNED
R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT
Hot Lake Overcrossing
La Grande-Baker Highway
Contract 7367

Information concerning the claim from Gordon H. Ball, contractor on the subject project, for grinding the hump off of the concrete deck of the Hot Lake Overcrossing structure, as relayed by your letter of July 10, 1972, has been reviewed by this office.

It appears that your analysis of the claim is correct, in that the contractor is responsible for protecting lines and grades established by the Engineer. If a check of the field records (level notes) for the deck screed grades indicate that the grades as originally established were correct, and if the contractor did not allow the field crew sufficient time to re-establish the screed grades and check them after they were destroyed by the contractor placing the deck finishing machine, as indicated by H. N. Van Cleave's letter of July 5, all responsibility for incorrect deck grades caused by the displaced screeds must be born by the contractor.

One point needs clarification before final determination of this claim is made. Van Cleave's letter states that the screeds were knocked over by the contractor in placing the deck finishing machine, but no mention was made of the bulkhead at the center of Span 3 as being damaged. It is assumed that the top of the bulkhead was set to finish grade so that the deck finishing machine would pass over it. If the right side screed was mistakenly reset 2 1/4" high near the bulkhead as indicated by the letter, would not the error be apparent as nearly 2" of concrete over the bulkhead during the initial part of the deck pour? Please have the Resident Engineer clarify the conditions and procedure at this point. It appears that the remainder of the error was a culmination of the first misplacement.

JD/ag

cc A. E. Johnson
~~A. A. Roar~~

RECEIVED
JUL 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1972
FOR FILING

7367

#9

February 25, 1972

Gordon H. Ball, Inc.
P. O. Box 66
Kent, Washington 98031

Gentlemen

The State Highway Commission on February 22, 1972, considered your request for an extension of 70 calendar days on Contract No. 7367 for work on the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County.

The contract was completed on October 13, 1971, with a total elapsed time of 513 calendar days, reduced to 466 calendar days by a previous time extension, a carpenter strike and a stop work order. This amounts to an overrun of 96 calendar days and the Commission approved assessment of liquidated damages for 96 days.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. D. Morgan
Walt Hart
V. E. Skoog
W. E. Schwartz

Joseph Schlieski

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7367 Contractor Gordon H. Ball

Highway La Grande-Baker

Section Hot Lake Overcrossing

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED.**~~ The reasons for such recommendation are as follows:

XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Delay in obtaining railroad approval of contractor's work is not a reason for an extension of time without assessment of liquidated damages.

Recommended for Approval:

Walter J Plant

Regional Bridge ~~Division~~ Engineer

Construction Engineer or Bridge Engineer

A E Johnson

Asst. State Highway Engineer

Contract No.	7367
Project designation (State-Federal)	RS-570(1)
Date awarded	May 1, 1970
Work started	May 14, 1970
Per cent completed (Date)	~~XX~~ 100%
No. of ~~Workdays~~ Calendar days Allowed	370 (396)*
No. of ~~Workdays~~ Calendar days Used	466
No. of Added Workdays Requested	70

*26 calendar days granted at 9/ 8/71 Commission meeting.

State Printing 27880

E—230 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 15, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 396 days to 466 days, within which to complete our Contract No. 7367, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving and Structure Hot Lake Overcrossing Section, La Grande-Baker Highway, Union County. The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: as per attached letter and all its enclosures with regard to construction of railroad protective cover.

Respectfully submitted,

GORDON H. BALL, INC.
Contractor

By E R Ferguson
E. R. Ferguson, Northwest Div. Mgr.

CONSENT OF SURETY

Date November 15, 1971

We, ARGONAUT INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ARGONAUT INSURANCE COMPANY
BY: ....
JAMES A. VICK Attorney-in-fact

(SEAL)

....
Resident Agent

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DEC 23 1971
BRIDGE DIVISION

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FEB 16 1972
FOR FILING

RS-570
7367

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 9
February 22, 1972 Meeting

Gordon H. Ball, Inc., contractor for the construction of the Hot Lake Overcrossing Section on the LaGrande-Baker Highway in Union County, Contract 7367, has requested that he be granted an additional 70 calendar days in which to complete the contract without assessment of liquidated damages. The contractor cites a delay on the part of the Union Pacific Railroad in approving his plans for protection of railroad properties during the removal of the old structure as his reason for failure to complete the work on time.

The contract was awarded May 1, 1970 and allotted 370 calendar days to complete the work. The work was completed October 13, 1971, which is a total elapsed time of 513 calendar days. A total of 47 days for a previous time extension (26 days), carpenter strike time (16 days), and a stop-work order time for the Labor Day weekend (5 days) reduced the amount charged to 466 calendar days. This is an overrun in contract time of 96 calendar days.

The contract special provisions place directly on the contractor the responsibility for obtaining railroad approval of the contractor's construction procedures affecting its properties or operations.

I recommend that the contractor be assessed liquidated damages for the 96-day overrun, which amounts to an assessment of $14,400. This was a rural secondary project and concurrence of the Federal Highway Administration is not required.

This matter will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query (enc.)
George M. Baldwin
F. B. Klaboe (enc.)
A. E. Johnson "
F. D. Morgan
Walter J. Hart
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
W. E. Schwartz

RJW:dh/TE:ja

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PLEASE REPLY TO—
ROOM 202 - SYLVAN BLDG.
2036 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-6881

February 7, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: L. E. George
Traffic Engineering Department

Subject: Signal Pole Delivery Schedules

Gentlemen:

During our recent discussion, I pointed out that one of the major delays in delivering traffic signal poles on State of Oregon projects, is the fact that approved drawings come back marked "Verify shaft length in field". Until we know the length of the shaft, we are unable to release the order on our Production Department, since we cannot tell them the length of pole to manufacture. Two specific jobs come to mind. Your contract #7338 for Division and Hilda Street in Oregon City was a traffic signal installation, with 180 days completion time. Although the contractor placed the order for the poles promptly, we submitted drawings and approvals were received promptly, the approved drawings stated that the pole shaft lengths must be verified in the field. Therefore, the order is simply placed in our 'hold' file until such time as this information was received, which, on this specific project was 120 days after the contract was awarded. Therefore, two-thirds of the completion time had elapsed, before we received the necessary information to proceed with the order. When we quote contractors on these projects, we attempt to quote a realistic estimate of shipment, which allows for our production time, and we try to take into consideration the completion time you specify. The effect of this situation is, however, that although the contract states that the contractor has 180 days to make the installation, he can only place the order for, and accumulate some of the standard traffic signal equipment. On this specific job, the contractor was actually given 60 days to have the poles manufactured and make the complete installation.

Another example of this type of situation is contract #7463, which was the Ross Island Bridge to S. E. Reedway installation. Although we received drawing approval February 1, 1971, the drawings were again marked to indicate that the pole lengths had to be verified in the field. This pole length information was not received until May 14, 1971, 105 days after approved

NOTED
L.E. GEORGE

NOTED
A. E. JOHNSON

drawings were received. It seems to me to be most unjust to give a contractor a contract with a specified completion date and then not give him the necessary information to order his material for the installation, until many weeks after the contract is awarded.

A very current and critical example is contract #7367, the 7th Avenue - Willamette River project in Eugene, involving high mast towers, illumination poles and signal poles. We received approved prints of all of our submittal drawings on December 3, 1971, covering all of the foregoing poles. This contract requires installation of the high mast towers in 270 days, which falls about June 1, 1972. On January 30th, we received the verified heights of the high mast lighting towers. This leaves approximately 90 days to the completion of this high mast lighting. Our current production lead time is approximately 100 days on this type of material. Even if we have it on the job within the 90 days, there is no time left for the contractor to make the installation and this project is obviously in penalty, as of now. Again, at the time a job is bid, both the contractor and the pole manufacturer look at 270 days, as a realistic length of time to make an installation, when the manufacturing lead time on the poles is 90 to 100 days. Again, however, many weeks elapsed before the pole lengths were verified, which are necessary to enable the pole manufacturer to proceed with production. Incidentally, the pole lengths of the roadway illumination poles and the traffic signal poles have still not been received for this project.

As a final example, contract #7651 for traffic signals at the County Club Road Interchange in Eugene is currently underway. Note the attached form by your Mr. Ellis H. Jones - dated November 29, 1971 - which provides us with approved drawings, but states that pole lengths have to be verified. Attached is Mr. Jones' letter of January 24, providing this information. As you can see, two months have been lost on this project awaiting the pole length information. This contract had 220 calendar days to completion. If this is considered realistic, then it is unjust to hold up the contractor for almost sixty days, for lack of complete information necessary to order his material.

Your proposal that you are considering specifying manufacturer's standard catalog designs, and waiving drawing approval, is excellent. Standard catalog design components are in stock at all times and these poles can normally be shipped in three to four weeks. However, such a program is workable only if the contractor is permitted to use standard length poles and he is not prevented from ordering poles, for lack of the actual pole length.

After you have had an opportunity to digest the foregoing, I would like to discuss it further with you and if we can provide any additional

FEB 8 1972
TRAFFIC ENGINEERING

information, please call me.

Very truly yours,

G. W. Kolling g.h.

G. W. Kolling
District Sales Manager
Northwestern District

RECEIVED
FEB 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

GWK:gh

Attachments

RECEIVED
JAN 27

FOR FILING

RS-570

7367

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

473

Dear Sir:

Re: Final Inspection
Hot Lake Overcrossing
Contract No. 7367
Your File 10-00-DA

We have received your comments regarding your final inspection of the Hot Lake Overcrossing structure.

Our Regional Engineer does not consider this project complete because of the deficiencies noted in your letter. Previously, an inspection by our Bridge Section noted that the project was complete except for the deficiency in the deck and the improperly mounted approach rails, and withheld acceptance of the project until corrections are made.

Proper correction of the excessive deck thickness must be made with a concrete gang saw which requires a water supply for operation. At this time, cold weather limits the efficiency of this operation. The contractor does not expect to complete this work until late March when a warm trend may be expected. After this work is completed and before final payment is made, the project will be re-inspected by our Region personnel. Your Area Engineer will be advised so that he, also, may review the project.

Signing listed in your second deficiency item is not a part of the project. These signs are installed and maintained by our Maintenance District Engineer who is aware of the wind damage.

Very truly yours,

George M. Baldwin
Administrator

By

A. E. Johnson
Assistant State Highway Engineer

AAR:dh/AEJ:ja

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
W. E. Schwartz (enc.)
H. N. Van Cleave "

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308'

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1972

In reply refer to: 10-00-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project RS-570(1)
Hot Lake Overcrossing Section
Final Inspection

A final inspection of the above project was made on January 4, 1972 by P.E. O'Neil, Assistant Area Engineer, FHWA, accompanied by H. V. VanCleave, State Highway Resident Engineer. The following deficiencies were noted and must be corrected before final acceptance of this project can be given:

1. The riding surfacing of the bridge is unsatisfactory. Profiles of the bridge deck show that a hump exists. It begins at Station 437+80, reaches a maximum of 2 inches at about Station 438+20 then tapers down to nothing at Station 438+60. Cores taken from this section indicate the deck was poured 2 inches thick at Station 438+20. Mr. VanCleave stated that the contractor would be grinding down this hump until the riding surface is satisfactory.

2. Two curve warning signs had been damaged by high winds. They were being ripped off their posts. It is recommended that either the signs be supported by two wooden posts or the signs themselves be reinforced.

3. The approach rail at each end of the bridge had been mounted improperly. End piece A should be overlapped by the rail adjacent to it. However end piece A was overlapping the rail next to it.

NOTED
TOM EDWARDS

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-17-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 5 1972

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RS-570

7367

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Hot Lake Overcrossing Section
Contract 7367
FA Project No. RS-570(1)

This contract was awarded May 1, 1970 and allotted 370 calendar days to complete the work. The work was completed October 13, 1971 with 466 calendar days charged. This is an excess of 96 calendar days. The total calendar day amount charged does not include a previous time extension (26 days), carpenter strike time (16 days) nor stop work order time for the Labor Day weekend (5 days).

The contractor is currently requesting an additional 70-day extension without assessment of liquidated damages. He contends that he had verbal approval on July 6, 1971 by the State and railroad of a method of protecting railroad property during removal of the old structure; that this verbal approval of his proposed method was later rescinded by the railroad and it was not until September 23, 1971 that he received approval of a method of protecting railroad property. This action generated a total delay of 80 days, whereas a 10-day delay should have been a reasonable time.

The Contract Special Provisions, see pages 4 and 5, place the responsibility for obtaining railroad approval of the contractor's construction procedures affecting its properties or operations directly on the contractor.

With your concurrence, I propose to recommend to the Highway Commission that the contractor's request for a 70-day extension without assessment of liquidated damages be denied. Denial of the contractor's request will assess the contractor $14,400 liquidated damages.

Very truly yours,

Tom Edwards
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
Walter Hart
W. E. Schwartz

CAG:ag ja

RS-570
7367

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Hot Lake Overcrossing	WEEK ENDING November 20, 1971	SECTION PREFIX 31-1066
HIGHWAY La Grande - Baker	COUNTY Union	
NAME OF JOB Hot Lake Overcrossing	KIND OF WORK Grading, Paving and Structure	
CONTRACTOR Gordon H. Ball, Inc.	CONTRACT NUMBER 7367	FEDERAL AID PROJECT NUMBER RS-570(1)
DATE OF CONTRACT May 1, 1970	DATE WORK STARTED May 14, 1970	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION	SPECIFIED CALENDAR DAYS 370	CALENDAR DAYS USED 466
PROJECT AUTHORIZATION $859,374.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 125.9%
EXCLUSIVE OF ENGINEERING $791,229.90	ENGINEERING AUTHORIZATION $68,144.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $747,680.34	ENGINEERING COST TO DATE $59,214.57	PERCENT OF CONTRACT ~~COMPLETED BASED ON~~ TOTAL AUTHORIZATION 93.9%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.5 %	PERCENT OF AUTHORIZATION 86.9%	DATE PROJECT WAS COMPLETED: October 13, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.625				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.625				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	188,000				
TOTAL QUANTITIES CORRECTED TO DATE	160,482				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	160,482				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	445A							
PERCENT	99.9							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Cloudy/snow showers	0		
MONDAY	15	Cloudy/snow showers	0		
TUESDAY	16	Partly Cloudy	0		
WEDNESDAY	17	Partly Cloudy	0		
THURSDAY	18	Overcast	0		
FRIDAY		Cloudy	0		
SATURDAY	13	Partly Cloudy	0		BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity.
MONDAY 15	No activity on the project this week.
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 13	No Activity.

REMARKS

Stopped Calendar Day Charge 10-13-71, expect to complete Semi - Final Estimate by 11-24-71. Al Rear, Bridge Field Engr. and Charles Fredrickson, Ass't. Division Engr. inspected the project. With the exception of a high spot in the deck which must be removed this project is complete.

SIGNED Harry E. Woodward LOCATION La Grande, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

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OCT 29 1971
UTILITY UNIT

FOR FILING

OREGON STATE
HIGHWAY DIVISION

RS-570
7367

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

October 26, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Additional Work
Hot Lake Overcrossing Section
LaGrande-Baker Highway
Union County
Project No. RS-570
Contract No. 7367
Your File: D 315 - 2 - 166

Gentlemen:

This is in reply to your letter dated October 19, 1971, wherein you request authorization to remove the 120 feet of inside guardrail which occupies your track at the site of the original overcrossing structure, and also requested that we consider removal of that portion of the southerly slope under the old overcrossing which occupies your right of way.

The removal of the inside guardrail is obviously a unit of work which was overlooked during the preparation of your Exhibit "C" which accompanied the Railroad-County-State Agreement, dated April 21, 1970. Therefore, you are hereby authorized to proceed immediately with this work, which you estimate to cost $205. Detailed billing should be included with the other items contained in Exhibit "C" of the above mentioned agreement.

With regard to the removal of the slope which occupies railroad property and was beneath the old structure, we do not feel obligated to perform any work in addition to that already performed. I should like to refer you to Section 12 (b) of the above mentioned agreement which states in part: "Promptly upon completion of the structure shown outlined in green on Exhibit "A", Second Party, at its own expense, shall remove the overcrossing structure shown outlined in pink on Exhibit "A", and restore the underlying area to a condition satisfactory to the Railroad."

The State has completed removal of the structure, and the underlying area has been restored to its original condition. The slope you refer to consists of an outcropping of rock which appears to be native material in existence prior to the construction of the original overcrossing. Therefore, it is our opinion we have complied with the above mentioned agreement and have restored the structure site to its original condition.

While it may be desirable from your standpoint to have this rock outcrop removed, this work appears to exceed the intent of "restoration" and fall in the category of new construction. Therefore, in our opinion, the State is not responsible to remove this outcrop as a part of the "restoration" of your property.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson w/copy of UPRR letter
I. D. Merchant "
J. L. Sollis "
L. H. Young "
V. E. Skoog "
H. S. Coulter "
H. E. Woodward "
H. M. Fillmore "

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P.O. Box 8979
PORTLAND, OREGON 97208

October 19, 1971

File Ref: D 315 - 2 - 166

Routing
Morgan
Swan

RECEIVED
OCT 20 1971
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. ~~Litchfield~~
Railroad & Utility Engineer

Dear Sir:

Hot Lake Overcrossing - La Grande-
Baker Highway - Union County - Contract 7367

With the removal of the old highway overcrossing at Hot Lake it is no longer necessary to retain the inside track guard rail which provided protection for the old structure in case of train derailment. Authorization is requested to remove the 120 lineal feet of inside guard rail at the estimated cost of $205.00.

It is also requested that you consider removal of that portion of the southerly slope under the old overcrossing which is on our right of way. The slope presently restricts train crews' line of sight across the inside of existing railroad curve.

Yours very truly,

R. B. Hardin
Superintendent

cc: Mr. H. E. Woodward
P. O. Box 850
La Grande, Oregon 97850

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OCT 27 1971
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION
Region 5

P. O. BOX 850 LA GRANDE, OREGON 97850 Phone 963-3177

7367

Routing October 18, 1971

2 Morgan
Decker
1 Lund
5 Walker
Boehme
4 Johnson
3
Gallagher
Stein

RECEIVED
OCT 22 1971
CONSTRUCTION DIVISION

Gordan H. Ball Inc.
Route 2
La Grande, OR

Gentlemen:

Attention Daryl M. Doyle
Project Manager

NOTED
A. E. JOHNSON

Early last Friday morning it was discovered that your foreman at the A. C. plant had issued instructions to dispose of crushed materials rejected from the plant bins by depositing them atop the 1"-0 stockpiled materials and feeding them, mixed with the properly graded materials, through the pugmill as cement treated base or 1"-0 leveling coarse aggregate. We do not know over how long a period of time this has been going on, but believe that most of the plant rejected materials accumulated since resumption of A. C. production on September 27 was disposed of in this manner. Mr. Bill Sprouse states that it was done between Wednesday noon and Friday a.m. of last week and that he thought there was nothing wrong with the procedure.

I reminded you when we discussed this last Friday that on November 5 last year, your people were reprimanded for disposing of plant rejects by piling them at the cold feed deck elevation against the 1"-0 stockpile with the intent of feeding them back through the plant at a later date.

As soon as it is determined what penalty may be assessed because of this violation of contract specifications, you will be advised.

Very truly yours,

J. C. Hiatt
Resident Engineer

RECEIVED
OCT 22 1971
OFFICE OF STATE HIGHWAY ENGINEER

10/22/71
Copy to A E Johnson

JCH/bv
cc: Gordon H. Ball Inc. Kent Washington
Gordon H. Ball Inc. Danville, California
F. D. Morgan
H. S. Coulter

RECEIVED
OCT 11 1971
FOR FILING

RS-570
7367

#2

September 10, 1971

Gordon H. Ball, Inc.
P. O. Box 66
Kent, Washington 98031

Attention: E. R. Ferguson, Manager
Northwest Division

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for an additional 39 calendar days on Contract No. 7367 for work on the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an additional 26 calendar days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Skoog
H. S. Coulter
H. E. Woodward
Federal Highway Administration

fkn:kl:dr

RECEIVED
AUG 5 - 1971
FOR FILING

RS-570
7367

August 4, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
September 7, 1971 Meeting

Gentlemen:

Gordon H. Ball, Inc., contractor for the Hot Lake Overcrossing Section on the LaGrande-Baker Highway in Union County, Contract ~~2376~~, 7367 has requested that they be granted an additional 30 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor contends that an ordered change in the order-list length for piling in Bent 3 has delayed his construction operations.

The contractor's operations were delayed during the period January 14 to February 9, 1971, a total of 26 days, when it became necessary to change the order-list length for Bent 3 piling. The longer piles were ordered January 14, 1971, and delivered to the job February 9, 1971. The contractor continued work on the project during this period but his schedule of operations was interrupted by the change.

I recommend the contractor be granted an additional 26 calendar days without assessment of liquidated damages. This waives liquiuated damages for that period of time.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:ag kw

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7367 Contractor Gordon H. Ball, Inc.

Highway La Grande-Baker

Section Hot Lake Overcrossing

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Recommend that the request for calendar work days be granted to the extent of 39 days.~~

Grant 26 calendar days without assessment of liquidated damages account of change in length of piles for Bent 3.

RECEIVED
MAY 4 1971
BRIDGE DIVISION

Recommended for Approval:

Region Constr. ~~Division~~ Engineer

Ivan V. Merchant
~~Construction Engineer or~~
Bridge Engineer

R E Johnson
~~Assistant~~ State Highway Engineer

[illegible]

Contract No.	7367
Project designation (State-Federal)	RS-570(1)
Date awarded	May 1, 1970
Work started	May 14, 1970
Per cent completed (Date)	
No. of ~~Workdays~~ calendar days Allowed	370
No. of Workdays Used	351
No. of Added Workdays Requested	~~39~~ 26

H-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 5, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 370 days to 409 days, within which to complete our Contract No. 7367, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: concrete piles in Bent #3 failed to obtain bearing and Resident Engineer, Mr. Harry Woodward decided to reorder longer pile causing the Pile Driving Rig to move out January 14, 1971 to Bent #4 and did not return to Bent #3 to complete driving piles untill February 22, 1971 thus causing delay and additional expense.

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date March 5 1971

We, ARGONAUT INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ARGONAUT INSURANCE COMPANY
Attorney-in-fact

By:
~~XXXXXXXXX~~
John R. Lamberson, Attorney-in-Fact

(SEAL)

RECEIVED
JUL 26 1971
FOR FILING

RS-570
7367

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 22, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy to Merchant 7-27-71
to Morgan 7-29-71

SUBJECT: Oregon FAP - RS-570(1)
Hot Lake Overcrossing Section
La Grande - Baker Highway
Time Extension

We concur in extending the contract time on the subject project 26 calendar days as requested in Mr. Johnson's July 20 letter.

NOTED
[illegible]

RECEIVED
JUL [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUL 27 1971
FOR FILING

RS-570
7367

July 20, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Hot Lake Overcrossing
FAP RS-570(1) - Contract No. 7367

The subject contract was awarded May 1, 1970, and allotted 370 calendar days to complete the work. This forecast a completion date of May 23, 1971. The contract work is now approximately 60 percent complete, with 405 calendar days charged and an estimated completion date of August 7, 1971.

The contractor's operations were delayed during the period January 14 to February 9, 1971, a total of 26 days, when it became necessary to change the order-list length for Bent 3 piling. The longer piles were ordered January 14, 1971, and delivered to the job February 9, 1971. The contractor continued work on the project during this period but his schedule of operations was interrupted by the change. We consider this sufficient reason to grant a time extension.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 26-day extension without assessment of liquidated damages. At the present time, we see no reason for granting any additional time without assessing liquidated damages and will assess accordingly.

The contract work was shut down June 28, 1971, because of the recent carpenters strike. Calendar days are not being charged during the shut-down period.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan

CAG:ag ms

RECEIVED
JAN 28 1971

files

FOR FILING

RS-570
7367

(REV—10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1971

RAILROAD COMPANIES
FILE No. 678

SUBJECT: R/W File: 44100
PUX 709 SXF 469
Construction Agreement
Union Pacific Railroad Company
Hot Lake Overcrossing Section
LaGrande-Baker Highway
Union County

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe
F. D. Morgan
R. N. Bothman w/agreement
I. D. Merchant "
R. N. Chase (3) "
V. E. Skoog "
E. F. Saling "
J. L. Sollis "
H. S. Coulter "
H. M. Fillmore "
H. E. Woodward "

*Note to Resident Engineer: Please send this to the District Engineer when project is completed.

1-26-71
noted in
agree. book
fn

NOTED
FLOYD QUERY

Fran

SP*52475-734

STATE COPY

Form Approved; Budget Bureau No. 04-R2089.1

MONTHLY TRANSACTION NO. 5-57	FO R-2 (R -69) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Union
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-21-70	PROJECT NO. RS-570(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hot Lake Overcrossing Section of the La Grande-Baker Highway

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-26-70	0.509
OTHER *(Specify)*		

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 800,920	FEDERAL FUNDS $ 508,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer May 21, 1970

EXISTING STOCKS OF PR-2 (REV. 3-66) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. RS-570(1)

HOT LAKE OVERCROSSING SECTION OF THE LA GRANDE-BAKER HIGHWAY IN UNION COUNTY

Salem, Oregon, May 11, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. 427+15.38 to Sta. 454+00)

Furnishing Field Laboratory Building	1 only	1,200.00	$ 1,200.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Clearing and Grubbing	All Required		20,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Ditch Excavation	310 cu.yd.	1.90	589.00
Embankment in Place	188,000 cu.yd.	0.93	174,840.00
Trench Excavation	350 cu.yd.	5.04	1,764.00
Finishing Roadbed and Slopes	All Required		10,000.00
Obliteration of Roadway	2,600 sq.yd.	0.23	598.00
Watering	1,000 M-gal.	3.00	3,000.00
3/4" - 0 Aggregate Base	2,300 ton	4.15	9,545.00
Plant Mix Aggregate Base	20,800 ton	2.54	52,832.00
Class "B" Asphalt Concrete	3,100 ton	7.19	22,289.00
Temporary Surfacing	5,500 sq.yd.	0.50	2,750.00
Asphalt in Tack Coat	1 ton	195.00	195.00
3/4" - 0 Aggregate in Prime Coat	120 cu.yd.	5.44	652.80
MC-250 Asphalt in Prime Coat	20 ton	48.00	960.00
Reinforced Concrete Bridge End Panels	190 sq.yd.	21.00	3,990.00
12-inch Culvert Pipe	150 lin.ft.	3.60	540.00
36-inch Culvert Pipe	470 lin.ft.	8.90	4,183.00
Extra for Pipe Under Pavement	22 lin.ft.	11.00	242.00
36-inch Paved Culvert End Slopes	2 only	116.00	232.00
Guard Rail, Type 2	1,200 lin.ft.	3.75	4,500.00
Guard Rail, Type 2A	1,170 lin.ft.	5.00	5,850.00
Guard Rail Anchors	4 only	300.00	1,200.00
Type 2 Fence	2,700 lin.ft.	0.65	1,755.00
16' x 48" Single Gates	1 only	150.00	150.00
Extra for Asphalt Approaches	8 only	116.00	928.00
Loose Riprap, Class 50	3,200 cu.yd.	3.63	11,616.00
Guide Posts, W-1	33 only	9.00	297.00
Guide Posts, Y-1	22 only	9.00	198.00
			$ 366,895.80

Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
	Subtotal		$ 368,895.80
	Engr. & Cont.		49,800.20
	Total		$ 418,696.00

Type Code X121
Structure #455A (Sta. 436+52 to Sta. 439+45)

Removal of Bridges	All Required		$ 30,000.00
Shoring, Cribbing, Etc.	All Required		20,000.00
Structure Excavation	640 cu.yd.	3.90	2,496.00
Structure Excavation Below Elevation Shown	60 cu.yd.	3.90	234.00
Furnish 14-inch Prestressed Concrete Piling	5,450 lin.ft.	5.24	28,558.00
Drive Prestressed Concrete Piles	114 only	150.00	17,100.00
Drilling Pile Holes	3,200 lin.ft.	2.00	6,400.00
Class "A" Concrete (1,247 cu.yd.)	All Required		170,000.00
Reinforcement (339,700 lb.)	All Required		50,000.00
Three Tube Metal Railing	592 lin.ft.	19.00	11,248.00
8-inch Culvert Pipe	220 lin.ft.	3.30	726.00
	Subtotal		$ 336,762.00
	Engr. & Cont.		45,462.00
	Total		$ 382,224.00

Length of Roadway - - - - - - 0.453 mile
Length of Structure - - - - - 0.056 mile
Total 0.509 mile

Cost of Roadway Per mile - - $924,273.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$418,696.00	$266,000.00	$152,696.00
Structure	382,224.00	242,000.00	140,224.00
Total	$800,920.00	$508,000.00	$292,920.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

G-1-100%
Prefix - 31-1066
Contract No. 7367

HOT LAKE OVERCROSSING
Nonparticipating - State Work

Railroad Protective Cost	All Required	$ 13,000.00
Work by Union Pacific R.R.	All Required	30,000.00
Utility Work	All Required	8,500.00
		$ 51,500.00

RECEIVED
MAY 19 1970

FOR FILING

RS-570

7367

May 19, 1970

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7367 for grading, paving, and structure on the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

WF
Enclosure

cc: Argonaut Insurance Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. E. Woodward

RECEIVED
MAY 4 1970
FOR FILING

RS-570

7367

May 4, 1970

Gordon H. Ball, Inc.
300 Camille Avenue
Danville, California 94526

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7367 in the amount of $703,657.80 on the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc
Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. E. Woodward
Wm. Geibel (SAIF)

RECEIVED
MAY 11 1970
FOR FILING

RS-570
7367

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1970

SUBJECT: Hot Lake Overcrossing Section
Oregon Project RS-570(1)
La Grande-Baker Highway

To: MEMORANDUM TO THE FILE

On April 23, 1970, Gordon H. Ball, Inc. of Danville, California, submitted the low bid of $703,657.80 which is 12.1% above the Engineer's estimate of $627,565.00. Four other bids were received in the amounts of $720,821.50, $790,263.50, $829,198.00 and $893,732.50.

This project consists of 0.5 mile of grading and paving and a structure over the Union Pacific Railroad Company tracks. The grading and paving unit of the contract overran our Engineer's estimate by 5.2% and we consider that part a very reasonable bid. The items involved in the structure unit of the contract overran our estimate by 20.8% and we consider the bid on this unit acceptable because of the following reasons:

1. Our Engineer's estimate didn't take into account the additional costs involved in working around the railroad property; therefore, we consider our Engineer's estimate on the structure items to be too low.

2. We advertised this project for three weeks and received bids from five qualified, responsible contractors. This is a normal response from contractors on this type of project.

Considering the above and that we believe we would not receive a lower bid if we did readvertise, we are of the opinion that it is in the public interest to award the contract to the low bidder at this time.

L. H. Young
L. H. Young
Program and Planning Engineer

DAR:bb
cc: R. E. Simpson
F. B. Klaboe
C. G. Swenson
I. D. Merchant
R. N. Chase

[illegible]
APR 30 1970
FOR FILING

RS-570

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

7367

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

[illegible] NO. LARRABEE AVE.
PORTLAND, OREGON 97227

April 28, 1970

File Ref: D 315-2-166

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Hot Lake Overcrossing
UPRR F.A.S.(11)

Dear Sir:

Enclosed herewith is one copy of State's plans covering the above referenced project which have been approved on behalf railroad's Chief Engineer on April 22, 1970. These plans were furnished with your letter of April 3.

The overcrossing easement area as shown on Sheet No. 4 of your plans should be revised to agree with the area illustrated on exhibit map attached to the agreement previously furnished your office.

Yours very truly,

R. B. HARDIN

enc

Copies to:
Tom Edwards
FB Klaboe
ID Merchant – with plans
FD Morgan
DJ Barbee
HS Coulter
H Woodward
HM Fillmore

4-29-70

Routing
Morgan
Decker
Bond
Walker
Jochims
Johnson
Pisano
Swan
Glenn
i Litchfield ✓
Gallagher
Sla[illegible]

RECEIVED
APR 29 1970
CONSTRUCTION
DIVISION

RECEIVED
APR 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1970

FORM E-30-X (12-67

R5-370
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 23, 1970

To: Mr. H. M. Fillmore
Field Utilities Liaison Engineer
P. O. Box 850
La Grande, Oregon 97850

SUBJECT: Construction Agreement
Hot Lake Overcrossing Section
La Grande - Baker Highway
Union County
R/W File 44100
PUX 709 SXF 469

Herewith you will find triplicate counterparts and one extra copy of the above captioned construction agreement among the Union Pacific Railroad Company, Union County and the State.

This document has been executed by the Highway Commission at their meeting of April 21, 1970 and must now be signed by Union County before it can be returned to the Railroad. Please deliver this to Union County for their execution and return to me the blue backed counterparts for further handling with the Railroad. The extra copy is Union County's interim copy.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
H. S. Coulter
H. E. Woodward

RECEIVED
APR 23 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1970
FOR FILING

A5-5-70
7367

April 16, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 21 meeting an agreement with the Union Pacific Railroad Company providing for the construction of the Hot Lake Overcrossing Section of the La Grande-Baker Highway in Union County.

This agreement is the standard form prepared by the Railroad for overcrossing projects. It requires the State to bear the entire cost for the construction and maintenance of the structure and reimburse the Railroad for any costs it incurs. The work to be done by the Railroad will include the temporary and permanent adjustment of signal and communication lines, preliminary engineering, and engineering inspection and is estimated to cost $40,383. In addition, the Railroad will grant the State permanent easements for the overcrossing structure and adjacent slopes of the highway embankment for which the State is to pay the Railroad $600.

This agreement must also be executed by Union County to relinquish its rights for the existing structure which will be removed upon completion of the new structure. It will be submitted to Union County for execution before it is returned to the Railroad.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
V. E. Skoog
H. S. Cox
H. S. Coulter
F. D. Morgan (Attn: T. W. Litchfield)

TWL:ss sr

RECEIVED
APR 2 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

AS-370

1307

March 31, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: R. B. Hardin

Re: Consideration for Easement
Hot Lake Overcrossing Section
La Grande - Baker Highway
Union County
R/W File 44100
YOUR FILE: D 315-2-166

Gentlemen:

This is in reply to your letter dated March 26, 1970 wherein you request $600 as consideration for the slope easements described and submitted to you with our letter dated February 5, 1970.

We cannot agree to pay $600 for this property since it is worth considerably less than that amount. However, we will be willing to recommend to the Highway Commission payment of $100 to defray your costs of executing the deed.

If you will include this amount in your agreement we will present it to the Highway Commission for their approval at their meeting of April 21, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of UPRR letter)
Tom Edwards "
I. D. Merchant "
D. H. Moehring "
D. J. Barbee "
H. S. Coulter "
H. M. Fillmore "

EIVED

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. Hardin
~~[illegible] JOHNSON~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

30 1970
CONSTRUCTION
DIVISION
Gallagher
Johnson

March 26, 1970

D 315-2-166

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Hot Lake Overcrossing Section
LaGrande-Baker Highway
Union County

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of February 25 in which you advised that easements shown on State's drawing 9B-4-26 previously furnished with your letter of February 5, would be required for the above captioned project.

The easement and construction agreement covering this project is presently being prepared and will include provision requesting $600 consideration for the slope easement which you have requested. This will apply to the longitudinal encroachments shown on your drawing 9B-4-26 in addition to two other encroachment areas westerly of the existing overcrossing structure, which were not shown on your drawing.

This consideration is based on the fact that end slopes at the new structure will occupy portions of our right of way making same unsuitable for our use.

Will you please advise if the value of $600 is acceptable to the State.

Yours very truly,

R. B. Hardin

Copies to DH Moehring
DJ Barber

TRANSACTION NUMBER 4-1

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-26-70

BY (Signature): MR. ELLISON'S MARCH 13, 1970 LETTER

TITLE

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 2 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
2	RS-570(1)	0.51	750,000	476,000	SR 203 UNION N.W. 4.8 MI. - N.W. 0.51 MI. (HOT LAKE O'XING)	GRADE - DRAIN - HIGH TYPE PAVE 1 RR O'XING STR.

3-26-70

Young
3-31-70

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division) EXCEPTIONS TO MINIMUM DESIGN STANDARDS: SHOULDERS 8 FEET, STRUCTURE H.C. 40 FEET, HAVE BEEN APPROVED AS EXCEPTIONS TO THE SECONDARY ROAD PLAN DESIGN CRITERIA.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
MAR 31 1970
DATE
FOR FILING
RS-570
1967

RECOMMENDED		APPROVED
SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
	MARCH 26, 1970	for R. E. SIMPSON, DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 16 1970

FOR FILING

RS-570
7367

March 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Rural-Secondary financed project for the Hot Lake Overcrossing Section Item No. 2, Project No. RS-570 (1) which we desire to have included in the Rural Secondary Federal-Aid Program.

This Project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-Aid Act. We are enclosing a copy of the State clearinghouse's approval and comments from District 13, Blue Mountain Council of Governments.

It is our intention to receive bids for this project on April 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:aw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1
(REV. 4-61)

March 13, 1970

FEDERAL - AID P
(PPM

CARD 2	REPORT NUMBER 1 (16) (20)	PROJECT LOCATION (45 typewriter spaces) SR 203 Union N. W. 4. 8 mi. - N. W. 0. 51 mi. 21 65	**ADT**	PRESENT 1, 400	FUTURE 2, 250 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. S | FEDERAL-AI

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 203 Union N. W. 4. 8 mi. -N. W. 0. 51 mi.			
5					**ROW**		(Hot Lake O'xing Section)			
5					**CONST** (CODE)			0. 51	750, 000	476, 000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0. 51	750, 000	476, 000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

March 13, 1970

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

51 mi. (65)	ADT	PRESENT 1,400	FUTURE 2,250 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 075 (4) (9)	ITEM NO. 2 (14) (15)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 570	SEQ. NO. (1) 7 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Union	CODE 001 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 545 (32)	STATE 66 (36) (37)	U.S. (41)

	ESTIMATED PROJECT COST BY PHASES				
MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr., 2-12' lanes High Type pave., 8' shoulders. 1 - RR O'xing structure length 293', H.C. 40'.
0.51	750,000	476,000	274,000		ROW - 100' min. Access control - Partial; Parking restriction - None Utility and railroad adj. reg. incl. prep. work.
0.51	750,000	476,000	274,000		
	(16) (23)	(24) (33)	REMARKS		

(over)

:

USCOMM DUSCOMM-DC 46905-P61

Hot Lake Overcrossing Section
Oregon Project No. RS-570 (1)

Existing Facilities

Two 11' bituminous surfaced lanes with 2 foot shoulders. The section has three curves, one with a 34 degre curvature and one structure over the Union Pacific Railroad built in 1921, length 304 feet, horizontal cleara 19 feet 4 inches.

Adjacent Sections

Same as existing facility.

Project Data

The proposed project consists of grade, drain and construction of two 12' lanes of high type pavement with 8 shoulders, one reinforced concrete box girder overcrossing structure over the Union Pacific Railroad, len horizontal clearance 40 feet. The proposed alignment has three curves, one with a maximum degree curvat degrees.

Roadway Type Code - 6201
Structure Type Code - X121 $315,000

Railroad Name	Union Pacific RR
Number of Tracks	One
Number of Trains	18
High Speed Trains	4
Present Protection	Overcrossing Structure
Proposed Protection	Overcrossing Structure
R. R. benefit	None

System Action: Water development, Airport, None involved.
Social, Economic and Environmental effects considered; yes.
Public Hearing: Opportunity offered. No request received.
Location and Design Approval: November 24, 1969.
Park and Recreation Affected: None
State Clearing House approval: March 5, 1970.
Minimum Design Standards, Exceptions: Shoulders 8 feet, Structure H. C. 40 feet; Justified in Mr. Young November 20, 1969, a copy of which was furnished B. P. R.

Hot Lake Overcrossing Section
Oregon Project No. RS-570 (1)

cilities

uminous surfaced lanes with 2 foot shoulders. The section has three curves, one with a 34 degree nd one structure over the Union Pacific Railroad built in 1921, length 304 feet, horizontal clearance ches.

ctions

isting facility.

a

ed project consists of grade, drain and construction of two 12' lanes of high type pavement with 8 foot ne reinforced concrete box girder overcrossing structure over the Union Pacific Railroad, length 293 feet, clearance 40 feet. The proposed alignment has three curves, one with a maximum degree curvature of 6

oadway Type Code	-	6201	
tructure Type Code	-	X121	$315,000
ame			Union Pacific RR
Tracks			One
rains			18
Trains			4
tection			Overcrossing Structure
rotection			Overcrossing Structure
it			None

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RECEIVED
MAR 11 1970
FOR FILING

RS-570
7367

A & R #501

HT

2-3-70

February 9, 1970

Union County Court
Courthouse
La Grande, Oregon 97850

Attention: Deloris C. Moore
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a throughway agreement concerning the proposed construction of the Hot Lake Overcrossing Section on the La Grande-Baker Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conformed agreement attached)

RECEIVED
FEB 9 - 1970
FOR FILING

K5 570
7367

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 5, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Description of Easement
Hot Lake Overcrossing Section
La Grande - North Powder
Secondary Highway
Union County
YOUR FILE: D 315-2-166

Gentlemen:

Herewith you will find four (4) copies of a portion of our Right of Way Map No. 9B-4-26 on which is shown the easement required for the construction of this overcrossing. You will also find attached four (4) copies of the descriptions for R/W File 44100 dated February 2, 1970.

This coupled with the information previously submitted to you by our Bridge Division should provide you with sufficient information to complete your preparation of the Construction Agreement for this project.

Bids are to be opened for this section on April 23, 1970 and it would be appreciated if we could have this agreement in our hands by March 4, 1970, so that it may be placed on the agenda for the Commission meeting of March 17, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosures

cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
D. J. Barbee
H. S. Coulter
H. M. Fillmore

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FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 - 1970
FOR FILING

R 2-5-70
7367

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 4, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for five federal-aid highway projects as follows:

Federal-Aid Primary:

Columbia Co. Line-Burlington Section
Lower Columbia River Highway

Wilson River Jct.-N. Plains Section
Sunset Highway

Burnt Woods-Blodgett Section
Corvallis-Newport Highway

Federal-Aid Urban:

Ross Island Bridge-S.E. Reedway Section
Pacific Highway East

Federal-Aid Secondary:

Hot Lake Overcrossing Section
La Grande-Baker Highway

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FEB 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

The estimated date of filing for federal funds on these projects varies from mid-March to mid-June, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
B. L. Gifford

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 13 City

County Union Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $450,500

Local Applicant Share -

*State Agency Share 264,500

Other (specify) -

TOTAL $715,000

Source of State Agency Share (if any)

General Fund - -

Other Funds (specify)

*Total State Agency Share $264,500

*Indicates totals should be equal.

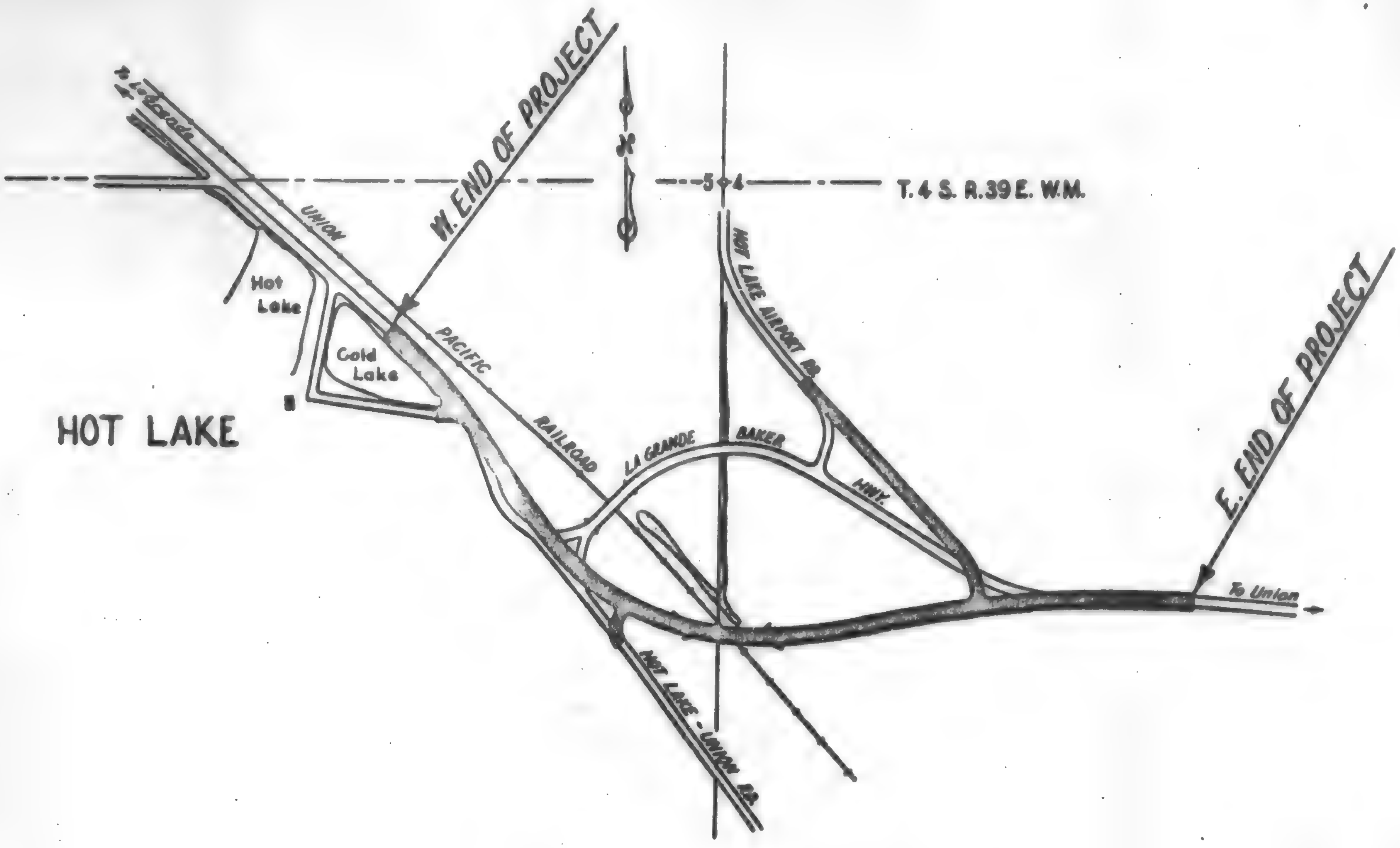
---

4. Estimated Application Filing Date mid-March 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Hot Lake Overcrossing Section, La Grande-Baker Highway.
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to improve an existing railroad crossing on poor alignment.



OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

HOT LAKE OVERCROSSING

LA GRANDE - BAKER HIGHWAY
UNION COUNTY

ATTACHMENT B

NOTICE OF INTENT

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 13 City

County Union Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	$450,500	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	- -
*State Agency Share	264,500	Other Funds (specify)	
Other (specify)	-		
TOTAL	$715,000	*Total State Agency Share	$264,500

*Indicates totals should be equal.

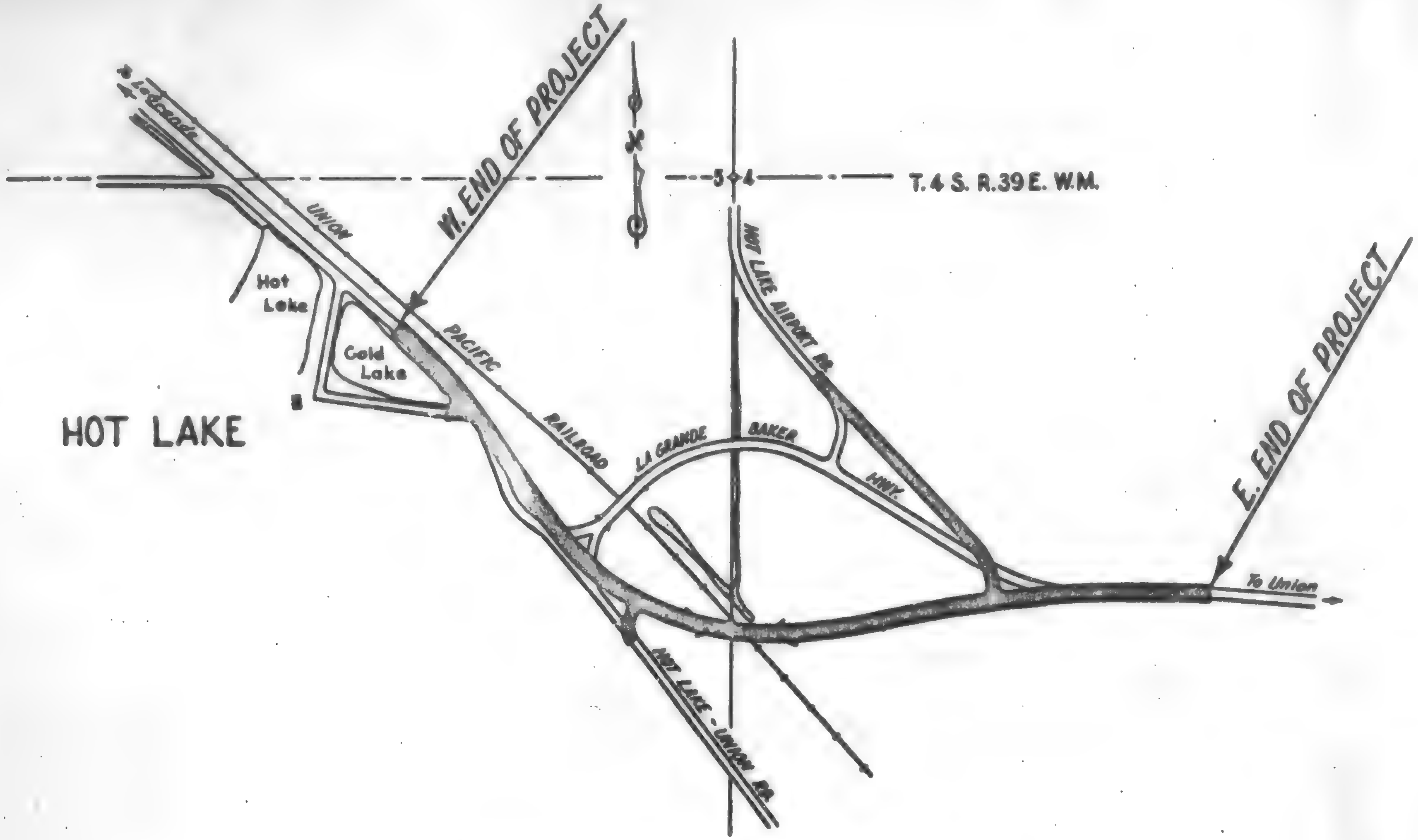
4. Estimated Application Filing Date mid-March 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Hot Lake Overcrossing Section, La Grande-Baker Highway.
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to improve an existing railroad crossing on poor alignment.

Length of Project	0.64 mile
Estimated ADT	1968 = 1,250 1988 = 1,750
Standards	Class C (2) Highway (Highway Technical Bulletin No. 19)
Typical Section	The proposed facility will be a two-lane highway having 12-foot travel lanes and 8-foot shoulders.
Structures	There are no interchanges or major stream crossings. There will be an overcrossing structure over the Union Pacific R.R. tracks.

See attached map for geographic location.



OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

HOT LAKE OVERCROSSING

LA GRANDE - BAKER HIGHWAY
UNION COUNTY

JAN 26 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

15-570

7367

January 23, 1970

Mr. Sam Haley
Public Utility Commissioner
200 Public Service Building
Salem, OR 97310

Re: PUX 709, SXF 469
Hot Lake Overcrossing
Union Pacific Railroad Company
Union County

Attention: James R. Ritchie
Utility Engineer

Dear Mr. Haley:

Under the date of April 17, 1969, PUC Order 45622 was issued for the Hot Lake Overcrossing of the Union Pacific Railroad. Subsequent to that date, revisions have been made to Drawings Nos. 23838 and 24247, the vicinity map and plan and elevation drawings, respectively, for this crossing.

On both Drawings Nos. 23838 and 24247 the railroad station at the point of intersection with the highway centerline has been changed. In addition on the plan and elevation drawing the horizontal clearance from the centerline of the existing track to the overcrossing columns on the east side of the tracks has been revised from 25'-6" to 25'-0". All other clearances remain unchanged.

By letter of May 19, 1969, and accompanying revised drawings the railroad was advised of this revision. By letter of July 23, 1969, the railroad acknowledged these revisions and indicated their approval by returning one set of prints so noted.

Attached please find five prints of revised Drawings Nos. 23838 and 24247 which should be attached to the file for your records.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
JAN 23 1970
OFFICE OF
STATE

NOTED
REPORTER

JLS:krk
Enclosures
cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
H. S. Coulter
T. W. Litchfield

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JAN 22 1970
FORM 2-30 (12-67)
FOR FILING

RS-570
7367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1970

SUBJECT: Hot Lake Overcrossing of UPRR
La Grande-N. Powder Sec'd. Hwy.
Union County
Bridge No. 445A

To: Jack L. Sollis
Legal Section

BUILDING

Under date of April 17, 1969, a PUC Order No. 45622 was issued for the Hot Lake Overcrossing of the Union Pacific Railroad. Subsequent to that date revisions have been made to Drawings Nos. 23838 and 24247, the vicinity map and plan and elevation drawings, respectively, for this crossing.

On both Drawings Nos. 23838 and 24247 the railroad station at the point of intersection with the highway center line has been changed. In addition on the plan and elevation drawing the horizontal clearance from the center line of the existing track to the overcrossing columns on the east side of the tracks has been revised from 25'-6" to 25'-0". All other clearances remain unchanged.

By letter of May 19, 1969, and accompanying revised drawings the railroad was advised of this revision. By letter of July 23, 1969, the railroad acknowledged these revisions and indicated their approval by returning one set of prints so noted.

Attached are 12 prints of revised Drawings Nos. 23838 and 24247 for submittal to the PUC for an amendment to the previous order.

Ivan D. Merchant
Bridge Engineer

WJH:jf
cc: Tom Edwards ✓
T. W. Litchfield

NOTED
TOM EDWARDS

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1970

RS-570
7367

January 16, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3 meeting will be a throughway-abandonment agreement concerning proposed construction of the Hot Lake Overcrossing Section of the La Grande-Baker Highway near La Grande in Union County.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving and structures. The State and the County agree to cooperate in the closure of the existing highway and the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. The State is to locate and construct a new connection to an existing County road and, upon completion of construction, the County is to assume all jurisdiction, maintenance, and control of the new connection and all the land within the right-of-way of the existing highway alignment.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
E. D. Morgan
L. H. Young
H. S. Cox
H. S. Coulter

MCH:ljt sr

Order #45622

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
SXF - 469

In the Matter of the Application of STATE OF OREGON (State Highway Commission) to construct an overcrossing structure over the tracks and right-of-way of Union Pacific Railroad Company near La Grande, Union County, Oregon.

ORDER

On October 8, 1968, the State of Oregon (State Highway Commission) filed an application with the Commissioner seeking authority to construct an overcrossing structure over the tracks of the Union Pacific Railroad Company near La Grande, Union County, Oregon.

Attached to and a part of the application is a vicinity map and profile drawing numbered 23838 dated September 16, 1968, revised, and a plan and elevation drawing numbered 24247 dated September 16, 1968.

Copies of the application were duly served upon the Union Pacific Railroad Company and Union County.

Due consideration has been given to all representations in the application and responses thereto. No issues within the purview of ORS 763.080, which would require public hearing, are raised by anyone. Therefore, a public hearing will not be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The new grade separation structure be constructed and costs borne as proposed by applicant and the Union Pacific Railroad Company.

(2) Designation 2A-299.30-A shall be assigned to the crossing.

Made, entered and effective APRIL 17 1969.

Sam R. Haley
Public Utility Commissioner

JLS:phm
11-27-68

PUX 709

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the)
State of Oregon, by and through its)
State Highway Commission, for authority)
to relocate and reconstruct an over-)
crossing structure over the tracks and)
right of way of the Oregon-Washington)
Railroad & Navigation Company and Union)
Pacific Railroad Company, Lessee, known)
as the HOT LAKE OVERCROSSING Project,)
in the Southeast Quarter of the South-)
east Quarter (SE¼SE¼) of Section 5 and)
the Southwest Quarter of the Southwest)
Quarter (SW¼SW¼) of Section 4, Township)
4 South, Range 39 East, Willamette)
Meridian, Union County, Oregon)

NO. SXF-469

REPLY

Comes now Applicant, State of Oregon, by and through its State Highway Commission, and for reply to respondent's Answer alleges as follows:

I

Applicant admits the provisions of Paragraph III of Respondent's Answer.

II

Applicant has no objection to the provisions of sub-paragraph 1 and 2 of Paragraph IV of Respondent's Answer.

III

Applicant agrees to the provisions of sub-paragraph 3 of Paragraph IV of Respondent's Answer.

WHEREFORE, Applicant prays for the entering of an ex parte order without public hearing.

Dated at Salem, Oregon, this 2nd day of December, 1968.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:phm
11-27-68

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 2nd day of December, 1968.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:phm
11-27-68

True copies of this Reply have been served on the County of Union and the Oregon-Washington Railroad & Navigation Company - Union Pacific Railroad Company, by mail on December 2, 1968.

JACK L. SOLLIS
Utilities & Railroad Attorney

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

Page 1 of ___ Pages

REVISED PROJECT BASE DESIGN REVISED
(FAR 545)

Section HOT LAKE OVERCROSSING Highway LA GRANDE-NORTH POWDER County UNION Prefix 131-1495

Res. Engr. J. C. Hiatt Approx. Length 0.6± Miles. Sta. 424± to Sta. 455± Date 11=8-68

Truck A.D.T. 215 Traffic Coefficient 8.4 18 kip s.a. per day 98.9.

Annual Precipitation 20"± Frost Penetration 36"±.

(1)
Typical Soil

44	LL
	PI
45	%P 10
22	%P200
55	%Gravel
15	%C Sand
8	%F Sand
15	%Silt
7	%Clay
32	"R" Value

11-8-68

AASHO CLASSIFICATION:

A-2-5

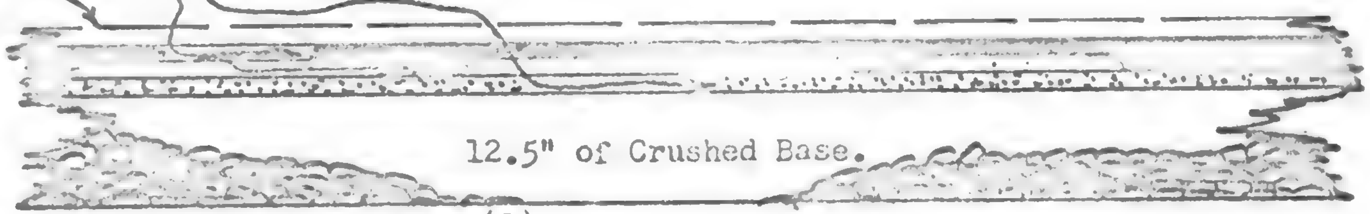
MATERIAL SOURCES:

To be determined by the Engineer.

2.0" of Asphaltic Concrete. (Final Application)

3.5" of Asphaltic Concrete. (Immediate)

2.0" of 3/4"-0 Level Course w/Binder.



12.5" of Crushed Base.

(1)
Silty Sandy Gravel
(From cut at Sta. 427+50±)

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (FA)
	7.0	*3.5	A.C. (I)
	2.0	*2.0	Level
	12.5	*12.5	Cr. Base
20.5	25.5	20.0	

*Surfacing thickness to be placed immediately has been increased to equal ½ the depth of frost penetration.

The Project Base Design has been revised in order to plan for a Final Application of Asphaltic Concrete.

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NOV 15 1968
FOR FILING

KS-570
7367

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
: Engineer of Design
Engineer
Division Geologist
Engineer

Submitted by
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

Recommended by
Asst. Construction Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

HOT LAKE OVERCROSSING
La Grande-North Powder Highway
Union County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9 - 10					
8 - 9					
7 - 8					
6 - 7					
4.8 - 6					
Cars Only					

For "Other Roads" that will be surfaced with Oil or Asphaltic Concrete, 18.0" total thickness is recommended.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

TRAFFIC ANALYSIS

SECTION: HOT LAKE OVERCROSSING

HIGHWAY: La Grande-North Powder

COUNTY: Union

1300 Present ADT (1968)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.6	80	65	450	29,250
3	35	1.6	56	91	1000	91,000
4	0	—	—	—	1250	—
5	45	1.6	72	59	3180	187,620
6	0	—	—	—	2570	—
				215	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 307,870

TWENTY YEAR EWL 6,157,400

TRAFFIC COEFFICIENT 8.4

SECTION: HOT LAKE OVERCROSSING
HIGHWAY: La Grande-North Powder
COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.6 mi.) project. The major part of the work will be embankment on a wet soft foundation. Some settlement is anticipated and Asphaltic Concrete is more desirable for case of restoration.

10-2-68
OCT 1 0 1968
FOR

RS-570
7367

10-28-68

PUX 709

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the)
State of Oregon, by and through its)
State Highway Commission, for authority)
to relocate and reconstruct an over-)
crossing structure over the tracks and)
right of way of the Oregon-Washington)
Railroad & Navigation Company and Union)
Pacific Railroad Company, Lessee, known)
as the HOT LAKE OVERCROSSING Project, in)
the Southeast Quarter of the Southeast)
Quarter (SE¼SE¼) of Section 5 and the)
Southwest Quarter of the Southwest)
Quarter (SW¼SW¼) of Section 4, Township)
4 South, Range 39 East, Willamette)
Meridian, Union County, Oregon.)

APPLICATION

NO.______________

Comes now the State Highway Commission and files its Application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the travelling public, Applicant proposes to relocate a portion of the La Grande - N. Powder Highway. Said relocation necessitates the abandonment and dismantling of the existing overcrossing structure. Said relocation will also necessitate the construction of a new overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Company, Lessee. Allowance is made for a future track on the westerly side of the existing tracks and also an off-track maintenance road on the easterly side of the existing track, as

JLS:phm
10-2-68

shown on Oregon State Highway Department Drawing No. 23838, titled Vicinity Map & Profile, Highway Overcrossing of Railroad, Hot Lake Overcrossing Section, La Grande - N. Powder Secondary Highway, Union County Bridge #445A, dated 9-16-68, and Drawing #24247, titled Hot Lake Overcrossing of Union Pacific Railroad, Hot Lake Overcrossing Section, La Grande - N. Powder Highway, Union County, Plan and Elevation, dated 9-16-68, which Drawings are attached hereto and by this reference made a part hereof.

IV

That because of the terrain features, an overcrossing structure is the only feasible method for crossing the railroad tracks.

V

That upon completion, the estimated average daily traffic on the relocated La Grande - N. Powder Highway will be approximately 1300 vehicles per day, with an anticipated increase to 2050 vehicles per day in 20 years; that at the site of the proposed overcrossing, there are 7 freight and 2 passenger train movements each way, each day. There are also 2 westbound helper locomotives per day.

VI

That the centerline of the roadway intersects the centerline of the existing track at Station 438+13.86 POC equals Railroad Station 543+03.5 POT, with an intersecting angle between tangents of 44°32'29" in the Southeast Quadrant. The structure will have a 40' roadway, with no provision for pedestrian traffic, and will be 293' long, consisting of 3 reinforced concrete box girder spans of 81', 100' and 72', with a 20' reinforced concrete slab span at each end. This structure will be located on a 1400' vertical curve with an ascending grade of 3.00% to the east and an ascending grade of 4.00% to the west.

JLS:phm
10-2-68

VII

That the following parties are affected by the proposed crossing: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and Union County.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations, as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

JLS:phm
10-2-68

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

That at all times after completion of the structure, vertical and horizontal clearances will exceed the maximum standards set forth in the Public Utility Commissioner's Rules. However, during construction, it will be necessary to require impaired clearances of 21'6" vertically between the top of the track and the bottom of the falsework and 8'6" horizontally each side of the centerline of the track, the purpose being for the use of falsework near the track.

X

That the proposed project is located in the Southeast Quarter of the Southeast Quarter (SE¼SE¼) of Section 5 and the Southwest Quarter of the Southwest Quarter (SW¼SW¼) of Section 4, Township 4 South, Range 39 East, Willamette Meridian, Union County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 7th day of October, 1968.

STATE OF OREGON, by and through
Its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

JES:phm
10-2-68

STATE OF OREGON)
) ss
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 7th day of October, 1968.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 19, 1968

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
OCT 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1968
FORM E-30 (12-67)

FOR FILING

RS-570
7367

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1968

SUBJECT:
Hot Lake Overcrossing - UPRR
Hot Lake Overcrossing Section
La Grande-N. ~~Powder~~ Highway
Union County Baker
Bridge No. 445A

To:
Mr. Jack L. Sollis
Utilities & Railroad Attorney
Legal Division
Building

In the near future, it is planned to improve the alignment of the LaGrande-N. Powder Highway in the neighborhood of Hot Lake, and in doing so will change the location of the railroad overcrossing to a point approximately 640' east of the present location.

Twelve prints of Drawings Nos. 23838 and 24247, the Vicinity Map and Plan and Elevation Drawings, respectively, are attached for use as exhibits in the PUC Order.

The proposed structure is located in the SE¼SE¼ of Section 5, and the SW¼SW¼ of Section 4, Twp. 4 S., Range 39 E.,W.M., Union County, Oregon. The centerline of the roadway intersects the centerline of the existing track at Station 438+13.86 POC equals Railroad Station 543+03.5 POT, with an intersecting angle between tangents of 44°32'29" in the Southeast Quadrant. The structure will have a 40' roadway, with no provision for pedestrian traffic, and will be 293' long, consisting of 3 reinforced concrete box girder spans of 81', 100' and 72', with a 20' reinforced concrete slab span at each end. This structure will be located on a 1400' vertical curve with an ascending grade of 3.00% to the east and an ascending grade of 4.00% to the west. The minimum horizontal and vertical clearances will be equal to or exceed the minimum clearances as shown on Drawing No. 24247, which exceeds the minimums required by the PUC. During construction, it will be necessary to require impaired clearances of 21'6" vertically between the top of the track and the bottom of the falsework and 8'6" horizontally each side of the centerline of the track, the purpose being for the use of falsework near the track.

The estimated average traffic on the overcrossing is approximately 1300 with an anticipated increase to 2050 vehicles per day in 20 years. The railroad movements at the site are 7 freight, 2 passenger trains each way, and 2 westbound helper locomotives per day, making a total of 20 train movements per day.

NOTED
TOM EDWARDS

This structure is to be financed with Federal and State funds, and since the Railroad will not benefit from the construction of this structure, no participation in the cost is requested from the Railroad. Any necessary expenses incurred by the Railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3, with amendments and additions thereto.

In this construction project, the State should do the following things:

Prepare plans, estimates, award a contract and supervise construction. Upon completion of the project, maintain the structure and all highway appurtenances.

In this construction project, the Railroad should furnish preliminary engineering, watchmen and flagmen services to protect its operation during construction and if necessary remove its signal and communication lines during the construction period and replace in final location upon completion of the construction, and at its own cost and expense maintain the roadbed and trackage.

Will you please prepare an application for a Public Utility Commissioner's Order to permit the above construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield

RECEIVED
SEP 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1968
FOR FILING

RS-570
1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 25, 1968

Union Pacific Railroad Company
2525 N. Larrabee Street
Portland, Oregon 97227

Attention: W. O. Johnson
Superintendent

Subject: Hot Lake O'Xing - UPRR
Hot Lake O'Xing Section
LaGrande-N. Powder Highway
Umatilla County
Bridge No. 445A

Dear Mr. Johnson:

On June 17, 1968, we sent you copies of our vicinity map showing the proposed overcrossing of your tracks near Hot Lake. We have since completed the plan and elevation drawing and are attaching 4 prints each of both Drawings Nos. 23838 and 24247, which are the vicinity map and the layout sheet, respectively. These drawings will be used as exhibits in our application for a PUC Order.

You will note that on Drawing No. 24247, we have placed the future track on the left when facing towards LaGrande, and provided room for the off-track maintenance road on the right of the existing track. Also on this drawing, we have shown the available clearances which exceed the minimums required. We do require impaired clearances for construction purposes and these are outlined in our clearance diagram.

The structure will be a reinforced concrete box girder, 293' long, composed of 5 spans, 81', 100' and 72' in length, respectively, with a 20' slab span on each end. The roadway will be 40' clear with no provision for pedestrian traffic. As the Railroad will not benefit from this structure, the structure will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3, with amendments and additions thereto. In this construction project, the State will prepare plans, specifications, award the contract and supervise construction. Upon its completion, the State will maintain the overcrossing structure and other highway appurtenances. Your company,

NOTED
TOM EDWARDS

subject to the limitations of PPM 30-3, should furnish preliminary engineering, watchmen and flagmen services to protect the operation during the construction period, and if necessary, remove and/or protect your signal and communication lines during the same period, and replace them in their final location upon completion of the construction. At your own cost and expense maintain the roadbed, trackage and other railroad appurtenances.

Our Utilities Liaison Engineer will contact you regarding negotiations for a railroad and highway agreement for this project in the near future.

Due to the length of time required to obtain a PUC Order, we are making our application very shortly and if any changes affecting this application are required, we would appreciate your notifying us as soon as practical.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield
Jack L. Sellis

RECEIVED
SEP 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1968
FOR FILING

RS-570
7367

September 20, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Hot Lake Overcrossing Section of the LaGrande-Baker Highway in Union County has been completed. A public hearing on this section is not required. This project is 0.70 mile in length, approximately 7.0 miles southeasterly of LaGrande, and involves realignment and the construction of a railroad overcrossing. A map is attached for your information.

The estimated cost of construction on this section is $680,000 and the estimated cost of right-of-way is $15,000, for a total estimated cost of $695,000.

We recommend your approval of this survey and request authority for the purchase of the necessary right-of-way, with construction to take place when funds are available.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. H. Young
C. H. Maison
D. H. Moehring
F. D. Morgan
A. F. Parson

BG:jp fn

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
(FAR 545)

Page 1 of Pages

RECEIVED
JUL 10 1968
FOR FILING

Section HOT LAKE OVERCROSSING Highway La Grande-North Powder County Union Prefix 121-E195

Res. Engr. J. C. Hiatt Approx. Length 0.6+ Miles. Sta. 424+ to Sta. 455+ Date 7-1-68

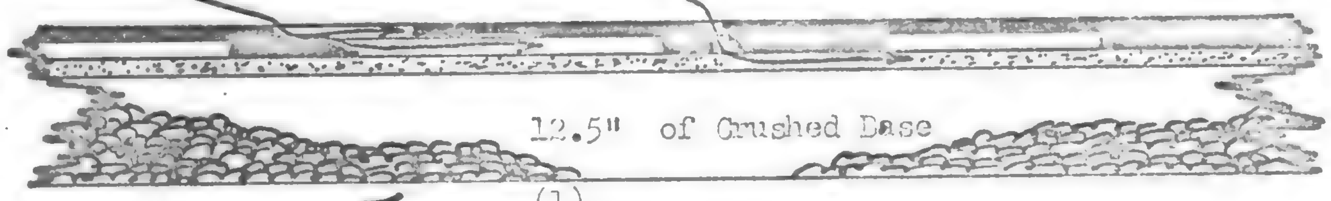
Mean Truck A.D.T. 215 Traffic Coefficient 8.4 18 kip s.a. per day 98.9 (Automobiles not considered.)

Annual Precipitation 20"+ Frost Penetration 36"+.

(1)
Typical Soil

44	LL
9	PI
45	%P 10
22	%P200
55	%Gravel
15	%C Sand
8	%F Sand
15	%Silt
7	%Clay
32	"R" Value (Estimated)

3.5" of Asphaltic Concrete.
2.0" of 3/4"-0 Level Course w/Binder.



12.5" of Crushed Base
(1)
Silty Sandy Gravel
(From cut at Sta. 427+50±)

CBR Total Req.	Credit	Actual Thick.	
	7.0	3.5	A.C.
	2.0	2.0	Level
	12.5	12.5	Cr. Base
20.5	21.5	18.0	

7-1-68

AASHO CLASSIFICATION:

A-2-5

MATERIAL SOURCES:

To be determined by the Engineer.

*Total surfacing thickness has been increased to equal 1/2 the depth of frost penetration.

RECEIVED
JUL 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

CONSTRUCTION DIVISION

Submitted by C. G. Gregg for Staff Assistant

Recommended by Engineer of Materials

Recommended by Asst. Construction Engineer

Approved by Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Chief Locating Engineer~~
Rural Engineer

HOT LAKE OVERCROSSING
La Grande-North Powder Highway
Union County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9 - 10					
8 - 9					
7 - 8					
6 - 7					
4.8 - 6					
Cars Only					

For "Other Roads" that will be surfaced with Oil or Asphaltic Concrete, 18.0" total thickness is recommended.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: HOT LAKE OVERCROSSING

HIGHWAY: La Grande-North Powder

COUNTY: Union

1300 Present ADT (1968)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
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3	35	1.6	56	91	1000	91,000
4	0	—	—	—	1250	—
5	45	1.6	72	59	3180	187,620
6	0	—	—	—	2570	—
				215	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 307,870

TWENTY YEAR EWL 6,157,400

TRAFFIC COEFFICIENT 8.4

SECTION: HOT LAKE OVERCROSSING
HIGHWAY: La Grande-North Powder
COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.6 mi.) project. The major part of the work will be embankment on a wet soft foundation. Some settlement is anticipated and Asphaltic Concrete is more desirable for ease of restoration.

S-203(4) & Bear Cr. Bridges on FAS-468 1970
S-487(2) & 491, W. of Wallowa
#7368 (2 structures)

CYA 3907
CYA 3908

STATE COPY

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FOR FILING

S-203(4)

7311

FORM PR-33C (REV.)

cc: OSHD(A E JOHNSON)
Region
[illegible] D

3-23-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

NOTED
A. E. JOHNSON

INSTRUCTIONS: Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE **Oregon**	REGION NO. **8**
SIGNATURE Morgan	COUNTY **Wallowa**	
TITLE **Construction Engineer**	PROJECT NO. **S-487(2) and S-203(4)**	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY **R. A. Nichols, Area Engineer**	DATE OF INSPECTION **12-8-70**	
IN COMPANY WITH **C. O. Fredrickson, Reg Const Engr, Region 5 OSHD**		
CONTRACTOR'S NAME **M. R. Holst Construction**	CONTRACT AMOUNT **$ 106,550.15**	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Two precast prestressed concrete channel bridges were constructed under the Federal-aid projects. In addition to the Federal-aid projects, the county was to construct the embankment, surfacing and guardrails for the approaches.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X081 X081	0.013 0.014

X
cy [illegible]
Morgan
4-9-71

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER
TOM EDWARDS

BEAR CREEK BRIDGE (DIAMOND PRAIRIE)
FAS ROUTE 491
BEAR CREEK BRIDGE (BEAR CREEK ROAD)
FAS ROUTE 468

The contract time started on May 13, 1970. The contractor started work on July 14, 1970, and completed his work on November 10, 1970. All of the specified 170 calendar days were used.

The State has certified that the materials reasonably met the specification requirements.

There were no unusual overruns or underruns. The final contract amount was $105,520.99 about 1% less than the original contract amount.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Richard A. Nichols		SIGNATURE **R. E. Simpson**	
TITLE **Area Engineer**	DATE **12-8-70**	TITLE **Division Engineer**	DATE **3-23-71**

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
APR [illegible] 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

S-203(4)

7368

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 22, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects S-487(2) and S-203(4)
Project Acceptance

This project has been accepted without the approach protective guardrail at the bridge rail ends. This acceptance was based on the speeds, volume, and local nature of the traffic, the relationship between the approach travelway width and the structure width, and the absence of an accident pattern. If any of these conditions change it would be expected that the need for guardrail would be re-examined.

4-14-71

REFERRED TO
Young

What is this about?

done

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
R. N CHASE

Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 18 1970

FOR FILING

S-203(4)
7368

December 15, 1970

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7368 awarded to H. R. Holst dba H. R. Holst Construction for the Bear Creek Bridges on FAS 468 and FAS 491 in Wallowa County was completed on November 10, 1970, and accepted by the Highway Commission on December 14, 1970.

Final payment in the amount of $5,327.51 will be released to the contractor after December 22, 1970. The total contract amount is $105,320.98 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc H. R. Holst
dba H. R. Holst Constr.
P. O. Box 692
Oakridge, Oregon 97463

Ward Insurance Agency
149 - 12th Avenue, W.
Eugene, Oregon 97401

Frank Morgan
Ivan Merchant

V. E. Skoog
Attn: John Kerr
R. S. Coulter

RECEIVED
DEC 15 1970

FOR FILING
5-203 (4)
7368

December 14, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 10, 1970 on Contract No. 7368. The contract was with M. R. Holst Construction and was for structures on the Bear Creek Bridges Section of FAS 466 and FAS 491 in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 14, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter
VG:fw

S-203(4)
561

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bear Creek Bridges

WEEK ENDING: November [illegible], 1970

SECTION PREFIX: 532-1009

HIGHWAY: F.S. 462 and 491

COUNTY: Wallowa

NAME OF JOB: Bear Creek Bridges

KIND OF WORK: Structures

CONTRACTOR: K. H. Holst Construction

CONTRACT NUMBER: 7368

FEDERAL AID PROJECT NUMBER: S-203(4) and S-487(2)

DATE OF CONTRACT: May 13, 1970

DATE WORK STARTED: July 14, 1970

ESTIMATED COMPLETION DATE: November 10, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 170

CALENDAR DAYS USED: 170

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 120,934.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 111,344.91

ENGINEERING AUTHORIZATION: $ 9,589.51

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111,344.91

ENGINEERING COST TO DATE: $ 7,340.83

This week: $ .35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.1%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 76.6%

DATE PROJECT WAS COMPLETED: November 10, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	910	0911						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 30 1970
CONSTRUCTION
DIVISION
Johnson
BLN [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Semi-final estimate was submitted November 25, 1970

SIGNED ______________________ LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

SEP 14 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

S-203(4)
1368

September 10, 1970

Morse Brothers Prestressing
P.O. Box 205
Harrisburg, Oregon 97446

Attention: Mr. Bill Bubblitz

Re: Bear Creek Bridge 9910
Deck Repairs

Dear Mr. Bubblitz:

This refers to the nine precast prestressed bathtub sections cast for Bridge 9910. It is our understanding that the bottom slab reinforcing steel is not placed according to plan.

The material left in this office covering your proposed repairs to these sections has been evaluated and we are unable to accept the sections as cast. It will be necessary to recast the sections with reinforcing steel as indicated on the contract plans.

It is unfortunate that situations such as this exist but the State cannot accept the units as cast.

Very truly yours,

NOTED
A. E. JOHNSON

Ivan D. Merchant
Bridge Engineer

IDM:ew

cc: H. S. Coulter, Regional Engineer
Harry Woodward, Resident Engineer
Ellis Jones
✓ A. E. Johnson

RECEIVED
SEP 16 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1970

5-203(4)

7368

June 2, 1970

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7368 for construction of the Bear Creek Bridges on FAS 466 and FAS 491 in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er
Enclosure

PS. Also enclosed is a Certification of Nondiscrimination in Employment sheet. Please have this sheet filled in and signed. When it is returned to this office, we will insert it in our fully executed copy of this contract.

cc: The Aetna Casualty & Surety Co.
Ward Insurance Agency
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
H. E. Woodward

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Wallowa
PROJECT REPORT NO. 3	(PPM 21-7) 5-25-70	PROJECT NO. S-487(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bear Creek Bridge - FAS 468

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-2-70	0.014
OTHER (Specify)		

FUNDS

Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 60,255	$ 38,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer MAY 25 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-487(2)

BEAR CREEK BRIDGE

FAS 468 IN WALLOWA COUNTY

Salem, Oregon, May 14, 1970

Project agreement estimate.

Type Code X081
Bear Creek Bridge #9910 (Sta. 10+05 to Sta. 10+80)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 400.00
Removal of Bridges	All Required (50%)		1,375.00
Shoring, Cribbing, Etc.	All Required (50%)		1,500.00
Structure Excavation	380 cu.yd.	2.00	760.00
Structure Excavation Below Elevation Shown	40 cu.yd.	2.00	80.00
Class "A" Concrete (151 cu.yd.)	All Required (52%)		15,600.00
75'/80' Prestressed Channel Interior Beams	7 only	3,000.00	21,000.00
75'/80' Prestressed Channel Edge Beams	2 only	3,200.00	6,400.00
Reinforcement (18,000 lb.)	All Required (51%)		3,672.00
Two Tube Metal Railing	155 lin.ft.	14.85	2,301.75
	Subtotal		$ 53,088.75
	Engr. & Cont.		7,166.25
	Total		$ 60,255.00

Length of Structure - - 0.014 mile

Federal Funds	$ 38,200.00
State Funds	11,027.50
County Funds	11,027.50
Total Cost	$ 60,255.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-51%
Contract No. 7368
Prefix 532-1039

STATE COPY

Form Approved; Budget Bureau No. 04-R2909

MONTHLY TRANSACTION NO. 6-2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Wallowa
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-25-70	PROJECT NO. S-203(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bear Creek Bridge - FAS 491

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-2-70	0.013
OTHER *(Specify)*		

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 60,679	$ 38,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer May 25, 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-203(4)

BEAR CREEK BRIDGE

FAS 491 IN WALLOWA COUNTY

Salem, Oregon, May 14, 1970

Project agreement estimate.

Type Code X081
Bear Creek Bridge #9911 (Sta. 9+38 to Sta. 10+08)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 400.00
Removal of Bridges	All Required (50%)		1,375.00
Shoring, Cribbing, Etc.	All Required (50%)		1,500.00
Structure Excavation	420 cu.yd.	2.00	840.00
Structure Excavation Below Elevation Shown	40 cu.yd.	2.00	80.00
Class "A" Concrete (139 cu.yd.)	All Required (48%)		14,400.00
70'/75' Prestressed Channel Interior Beams	7 only	3,200.00	22,400.00
70'/75' Prestressed Channel Edge Beams	2 only	3,400.00	6,800.00
Reinforcement (17,200 lb.)	All Required (49%)		3,528.00
Two Tube Metal Railing	144 lin.ft.	14.85	2,138.40
	Subtotal		$ 53,461.40
	Engr. & Cont.		7,217.60
	Total		$ 60,679.00

Length of Structure - - 0.013 mile

Federal Funds - $ 38,500.00
State Funds - 11,089.50
County Funds - 11,089.50

Total Cost - $ 60,679.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-2-49%
Contract No. 7368
Prefix 532-1039

RECEIVED
JUN 30 1970
FOR FILING

S-203(4)
7368

C

May 13, 1970 5:d 4-23

M. R. Holst Construction
P. O. Box 692
Oakridge, Oregon 97463

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for construction of the Bear Creek Bridges on FAS 468 and FAS 491 in Wallowa County for the sum of $106,550.15 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of Wallowa County is received and the sum of $24,200 is deposited by the County.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7368.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and on the Certification of Nondiscrimination in Employment sheet in the special provisions. Both copies should be returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 25, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
H. S. Coulter
H. E. Woodward

RECEIVED
APR 10 1970
FOR FILING

5-203 (a)
736K

April 8, 1970

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

MISC. CONTRACTS and
AGREEMENTS No. 5708

Attention: Marjorie Martin
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of a bridge over Bear Creek on Bear Creek Road (FAS 468).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEI
APR 10 1970

FOR FILI

S-203(1)

7368

MISC. CONTRACTS and
AGREEMENTS No. 5907

April 8, 1970

Wallowa County Court
Courthouse
Enterprise, Oregon 97828

Attention: Marjorie Martin
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of a bridge over Bear Creek on Diamond Prairie Road (FAS 491).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

TRANSACTION NUMBERS 4-18 THRU 4-22

ORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	APRIL 2, 1970
BY (Signature)	MR. YOUNG'S MARCH 18, 1970 LETTER
TITLE	PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1022 THRU 1026

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
2	SU-442(2)	1.06	400,000	254,000	STATE ST.-N. SANTIAM HIGHWAY INTERCHANGE	GRADE-DRAIN-HIGH TYPE PAVEMENT
023	SU-528(4)	0.73	407,000	258,400	PACIFIC HIGHWAY EAST TO WARD DRIVE	GRADE-DRAIN-4 LANE HIGH TYPE PAVEMENT
024	S-574(1)	0.02	71,000	44,700	WALLA-WALLA RIVER (JOE WEST) BRIDGE	1 STRUCTURE
025	S-203(4)	0.01	55,000	34,600	BEAR CREEK BRIDGE (DIAMOND PRAIRIE)	1 STRUCTURE
1026	S-487(2)	0.01	65,000	40,900	BEAR CREEK BRIDGE	1 STRUCTURE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Young 4-7-70

RECEIVED
APR 7 - 1970

RECOMMENDED		APPROVED
SIGNATURE AND TITLE	DATE 4-2-70	SIGNATURE AND TITLE For R. E. SIMPSON, DIVISION ENGINEER

RECEIVED
APR 7

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

TRANSACTION NUMBERS 4-18 THRU 4-22

ORM PR-48
EV. 7-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: APRIL 2, 1970

BY (Signature): MR. YOUNG'S MARCH 18, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

TAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1022 THRU 1026

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
22	SU-442(2)	1.06	400,000	254,000	STATE ST.-N. SANTIAM HIGHWAY INTERCHANGE	GRADE-DRAIN-HIGH TYPE PAVEMENT
023	SU-528(4)	0.73	407,000	258,400	PACIFIC HIGHWAY EAST TO WARD DRIVE	GRADE-DRAIN-4 LANE HIGH TYPE PAVEMENT
024	S-574(1)	0.02	71,000	44,700	WALLA-WALLA RIVER (JOE WEST) BRIDGE	1 STRUCTURE
025	S-203(4)	0.01	55,000	34,600	BEAR CREEK BRIDGE (DIAMOND PRAIRIE)	1 STRUCTURE
1026	S-487(2)	0.01	65,000	40,900	BEAR CREEK BRIDGE	1 STRUCTURE

4-2-70

EMARKS (Division)

OU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED OR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU UBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Young 4-7-70

RECEIVED
APR 7 - 1970
FOR FILE
S-203(4)
7368

RECOMMENDED
SIGNATURE AND TITLE

DATE
4-2-70

APPROVED
SIGNATURE AND TITLE
For R. E. SIMPSON, DIVISION ENGINEER

RECEIV[illegible]
APR 7 [illegible]
OFFICE OF

* Program [illegible] authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MAR 23 1970
FOR FILING

5-203 (4)

7368

March 18, 1970

FAS 4/68

Mr. R. L. Simpson
Division Engineer
Bureau of Public Roads
2[illegible] Cottage St., N. E.
Salem, Oregon 973[illegible]

Dear Sir:

We are submitting program data for five Secondary projects, items [illegible] through [illegible], which we desire to have included in the Federal-aid Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act. We are enclosing copies of the State Clearinghouse's approval for items [illegible] through [illegible]. The District Clearinghouse in which these projects are located are not functioning.

It is our intention to receive bids for these projects on April 23, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible] H. [illegible]
Program and Planning Engineer

DHR:bb

Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID P
(PPM

March 18, 1970

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co.Rd. 1.0 Mi. W. of Wallowa (Bear Cr.) 21 65	**ADT**	PRESENT 300	FUTURE 420 (66) (70)
					YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 468

					WORK				ESTIMATED PROJECT C	
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	TYPE	STEP	TERMINI *(Full description)*	MILES	TO AL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co.Rd. 1.0 Mi. W. of Wallowa (Bear Cr.)			
5					**ROW**		(Bear Creek Bridges)			
5					**CONST** (CODE) X081			0.01	65,000	40,900

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.01	65,000 (16) (23)	40,900 (24)
1	14	PROGRAM APPROVAL DATES				

The State does not, at this time, have ~~leg~~
right of way of this project; however, a S
paragraph 6d(1) of PPM 30-4.6.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

rch 18, 1970

ar Cr.) 65	**ADT**	PRESENT 300	FUTURE 420 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1026 (14) (18)

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 487(2) 7	SEQ. NO. 13	I Projects Only POST MI. (24) (26) DESIG. 27

y

COUNTY NAME Wallowa CODE 063 (14) (16)

ROUTE NO. S FEDERAL - AID 468 (32) STATE Co.Rd. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES					
	MILES (54) (56)	TOTAL ESTIMATED COST (56) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W. of)						One precast prestressed conc. beam bridge, length 75' and HC 33'-9".
A						
es)	0.01	65,000	40,900	12,050	12,050 (Co.)	ROW-60' Min.; Access Control-None; Park. Restrictions-None.
ECT ALS	0.01 (16)	65,000 (23)	40,900 (24) (32)	12,050	12,050 (Co.)	

REMARKS

The State does not, at this time, have legal authority to regulate the use by Utilities of the right of way of this project; however, a State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.6.

-OVER-

USCOMM DUSCOMM-DC 48808-P61

BEAR CREEK BRIDGES

PROJECT S-487(2)

Existing Facilities: 80-foot steel pony truss, with an 18-foot clear roadway.

Adjacent Sections: East End: 20-foot oil mat with 4-foot gravel shldrs.
West End: 20-foot oil mat with 4-foot gravel shldrs.

Project Data: Construct a precast prestressed concrete beam single span bridge 75 feet in length with a clear roadway of 33-feet 9-inch. Fittings on structure for guard rail connections are to be included in project. County will construct approaches and connections to provide two 12-foot lanes and 4' shoulders, place wearing surface on structure and install guard rail. No additional right of way. Existing bridge to be removed and become property of contractor.

Right of Way: 60-foot minimum.
Access Control: None.
R.R. Xing: None.
Minimum Design Standards: No deviations.
System Action: Completed.
Public Hearing: Not required under provisions of par. 6c, PPM 20-8 as no additional ROW required.
Unusual or Complicated Situations: None.
Route Data: See S-487(1). School bus and mail route and serves farming and ranches in the area.

Park & Recreation Areas Affected	None.
Social, Economic & Environmental Effects Considered	Yes.
Relocation Assistance	None.
Location and Design Approval.	3/9/70.
Control of Utilities by Agreement	Yes.
State Clearinghouse Approval.	3/10/70.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL-AID** (PPM March 18, 1970

CARD 2	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*	**ADT**	PRESENT	FUTURE	YEA
	1 (16) (20)	Co.Rd. 1.5 Mi. W'ly. of Wallowa (Bear Cr.) 21 65		150 (66)	210 (70)	9 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
	One Bridge 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD 4		
CLASS OF FEDERAL FUNDS	Secondary	COUNTY NAME
NAME OF URBAN AREA 17-31		ROUTE NO. S FEDERAL-A 491

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co.Rd. 1.5 Mi. W'ly. of Wallowa (Bear Cr.) (Bear Creek Bridges)			
5					**ROW**					
5					**CONST** (CODE) X081			0.01	55,000	34,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.01	55,000	34,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

The State does not, at this time, have le
right of way of this project; however, a S
paragraph 6d(1) of PPM 30-4.6.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 18, 1970

ear Cr.)	ADT	PRESENT 150	FUTURE 210	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1025

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): S- NUMBER: 203(4) SEQ. NO.	I. Projects Only POST MI. DESIG.

COUNTY NAME: Wallowa CODE: 063

ROUTE NO. S FEDERAL-AID: 491 STATE: Co.Rd. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

y.
.)

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					One precast prestressed conc. beam bridge, length 70' and HC 33'-9".
					ROW-60'; Access Control-None; Park. Restrictions-None.
0.01	55,000	34,600	10,200	10,200 (Co.)	
0.01	55,000	34,600	10,200	10,200 (Co.)	

REMARKS

The State does not, at this time, have legal authority to regulate the use by Utilities of the right of way of this project; however, a State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.6.

-OVER-

BEAR CREEK BRIDGES

PROJECT S-203(4)

Existing Facilities: 60-foot steel pony truss, with a 15-foot clear roadway.

Adjacent Sections: East End: 20-foot oil mat with 4-foot shoulders.
West End: 20-foot oil mat with 4-foot shoulders.

Project Data: Construct a precast prestressed concrete beam single span bridge 70-feet long, have a clear roadway of 33-feet 9-inch. Fittings on structure for guard rail connections are to be included in project. County will construct approaches and connections to provide two 12-foot lanes and 4' shoulders, place wearing surface on structure and install guard rail. No additional right of way. Existing bridge to be removed and become property of contractor.

Right of Way: 60 feet.
Access Control: None.
RR Xing: None.
Minimum Design Standards: No deviations.
System Action: Completed.
Public Hearing: Not required under provisions of par. 6c, PPM 20-8 as no additional ROW required.
Unusual or Complicated Situations: None.
Route Data: See S-203(1). A school bus and mail route. Also serves a farming and ranching area.

Park or Recreation Areas Affected	None.
Social, Economic & Environmental Effects Considered	Yes.
Relocation Assistance	None.
Location and Design Approval.	3/9/70.
Control of Utilities by Agreement	Yes.
State Clearinghouse Approval.	3/10/70.

BEAR CREEK BRIDGES

PROJECT S-203(4)

Existing Facilities: 60-foot steel pony truss, with a 15-foot clear roadway.

Adjacent Sections: East End: 20-foot oil mat with 4-foot shoulders.
West End: 20-foot oil mat with 4-foot shoulders.

Project Data: Construct a precast prestressed concrete beam single span bridge 70-feet long, have a clear roadway of 33-feet 9-inch. Fittings on structure for guard rail connections are to be included in project. County will construct approaches and connections to provide two 12-foot lanes and 4' shoulders, place wearing surface on structure and install guard rail. No additional right of way. Existing bridge to be removed and become property of contractor.

Right of Way: 60 feet.
Access Control: None.
RR Xing: None.
Minimum Design Standards: No deviations.
System Action: Completed.
Public Hearing: Not required under provisions of par. 6c, PPM 20-8 as no additional ROW required.
Unusual or Complicated Situations: None.
Route Data: See S-203(1). A school bus and mail route. Also serves a farming and ranching area.

Park or Recreation Areas Affected	None.
Social, Economic & Environmental Effects Considered	Yes.
Relocation Assistance	None.
Location and Design Approval.	3/9/70.
Control of Utilities by Agreement	Yes.
State Clearinghouse Approval.	3/10/70.

RECEIVED
MAR 18 1970
FOR FILING

3-263 (4)
7368

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1970

To:

MEMORANDUM TO THE FILES

SUBJECT:

District Clearinghouse Review
Bear Creek Bridges, FAS 468 and 419
Walla Walla R. (Joe West) Br., FAS 471

This date, I telephoned Mr. Baker Steeley of the State Clearinghouse regarding review status of the subject projects by the appropriate district clearinghouses.

Mr. Steeley stated that he contacted the Local Government Relations Division and was told that inasmuch as the district clearinghouses were not functioning at the time the Notices of Intent were mailed, there will be no district clearinghouse review of these projects.

State Clearinghouse reviews of these projects were previously received.

R.W. Ellison
R. W. Ellison
Assistant Program & Planning Engineer

RWE:ia

cc: Baker Steeley, Executive Dept.
R. E. Simpson, BPR
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
R. N. Chase
B. L. Gifford

RECEIVED
MAR 16 1970
FOR FILING

5-203(4)

4368

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
NESTUCCA RIVER (OLLIE WOODS) BRIDGE SECTION, FAS 613
JOHNSON CREEK (FOSTER ROAD) BRIDGE SECTION, FAS 639
SOUTH SANTIAM (SWEET HOME) BRIDGE SECTION, FAS 217
WALLA WALLA RIVER (JOE WEST) BRIDGE SECTION, FAS 471
BEAR CREEK BRIDGES, FAS 468 and FAS 491

The above projects have been coordinated with the interested state agencies and all concur. The projects should meet the safety requirements listed in Highway Safety Program Standard No. 312. Care must be taken to insure fish passage is maintained at each of these crossings.

The accomplishment of these projects will provide improved stream crossing conditions which should enhance traffic safety at these points.

EGW

Edward G. Westerdahl, II

Young
3-11-70

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1970

FOR FILING

S-203(-1)
7368

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 9, 1970

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Design approval is requested for the following FAS-C projects:

JOSEPHINE COUNTY
Jumpoff Joe Creek-Louse Creek Interchange Section
Merlin-Galice Road, FAS 17-102
Grade, drain, base and pave; two 12-foot travel lanes with 8-foot shoulders; railroad signalization; estimated cost $760,000.
County held corridor-design hearing June 26, 1969.
P.U.C. hearing held.
State Clearinghouse review not required.
Approved by Highway Commission on May 29, 1968.

MARION COUNTY
Pacific Highway East-Ward Drive Section
Lancaster Drive, FAS 741
Grade, drain, base, pave and curb; four 12-foot travel lanes, 16-foot median and two 2-foot shy distances from curb without parking; estimated cost $220,000.
Public hearing not required.
Approved by C.O.G. August 26, 1969.
State Clearinghouse review not required.
Approved by Highway Commission July 8, 1969.

UMATILLA COUNTY
Walla Walla River (Joe West) Bridge
Walla Walla River Road, FAS 471
Construct reinforced concrete bridge 110 feet long with 32 foot clear roadway over the Walla Walla River approximately 3.2 miles southeast of Milton-Freewater; estimated cost $100,000.
County received no requests for hearing, therefore the hearing is not required.
Intent filed with State Clearinghouse February 9, 1970.
Approved by Highway Commission April 21, 1969.

copy to COX
3-10-70

NOTED
F. B. KLABOE

WALLOWA COUNTY
Bear Creek (Bear Creek Road) Bridge
Bear Creek Road, FAS 468
Construct reinforced concrete bridge 80 feet long with
33-foot 9-inch clear roadway; approximately 1.2
miles west of Wallowa; estimated cost $60,000.

Bear Creek (Diamond Prarie Road) Bridge
Diamond Prairie Road, FAS 491
Construct reinforced concrete bridge 70 feet long with
33-foot 9-inch clear roadway; approximately 0.5 mile
northwest of Wallowa; estimated cost $55,000.

Public hearing not required.
Intent filed with State Clearinghouse February 9, 1970.
Approved by Highway Commission September 30, 1969.

Please return a copy of this letter with your approval to be filed along with all other documentation pertaining to the above projects in conformance with Federal Statutes and B.P.R. Memoranda. Notices of design approval are being prepared in this office for transmittal to the proper news media.

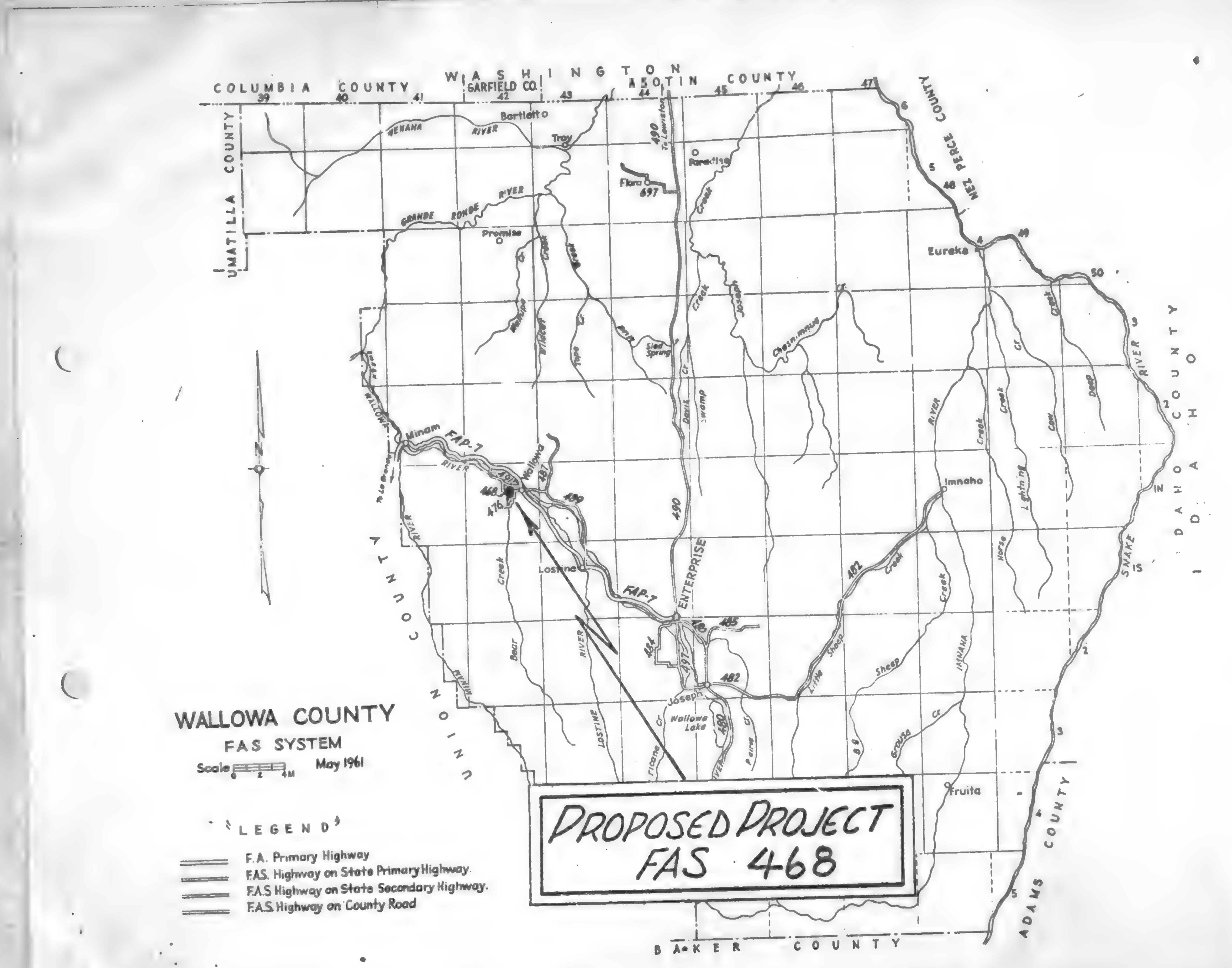
Robert H. Prange
Robert H. Prange
Field Engineer
County and City Department

RHP:ljt

3/9/70
cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor Wolfe
D. J. Barbee
L. H. Young
R. N. Chase
B. L. Gifford

Approved 3-9-70
F B Klaboe

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER



WALLOWA COUNTY

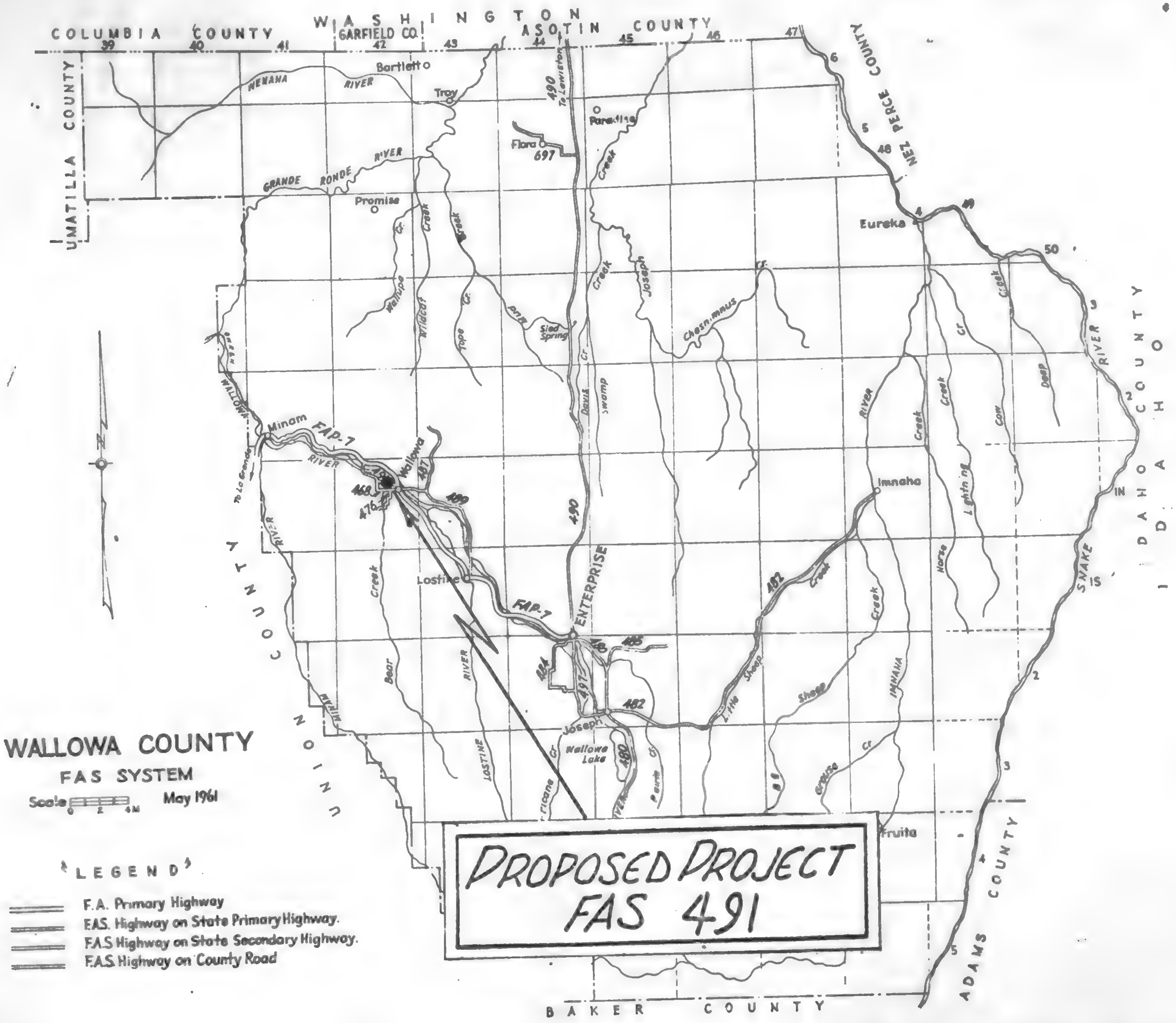
FAS SYSTEM

Scale 0 2 4M May 1961

LEGEND

═ F.A. Primary Highway
═ F.A.S. Highway on State Primary Highway.
═ F.A.S Highway on State Secondary Highway.
═ F.A.S. Highway on County Road

PROPOSED PROJECT
FAS 468



PROPOSED PROJECT FAS 491

WALLOWA COUNTY

FAS SYSTEM

Scale 0 2 4 M

May 1961

LEGEND

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway.
- F.A.S. Highway on State Secondary Highway.
- F.A.S. Highway on County Road

RECEIVED
FEB 9 - 1970

[illegible]

1368

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
- Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
- Airstrip Rd.-Pudding River Br. Section, FAS 117
- Hogan Road-Boring Section, FAS 129
- Columbia River Hwy.-Old Portland Road Section, FAS 574
- Johnson Creek (Foster Road) Bridge Section, FAS 639
- Country Club Road-Harvey Way Section, FAS 681
- S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
- S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
- S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
- Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
- Barth Crossing-U.S. 30 Connection Section, FAS 470
- Walla Walla River (Joe West) Bridge Section, FAS 471
- Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
- Bear Creek Bridges, FAS 468 and FAS 491

State Administrative District No. 14
- Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 13 City
County Wallowa Special District(s) (if applicable)
Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal Aid Secondary
Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $ 63,000
Local Applicant Share (Wallowa Co.) 21,000
*State Agency Share 25,600
Other (specify) - -
TOTAL $109,600

Source of State Agency Share (if any)
General Fund - -
Other Funds (specify)
*Total State Agency Share $25,600

*Indicates totals should be equal.

---

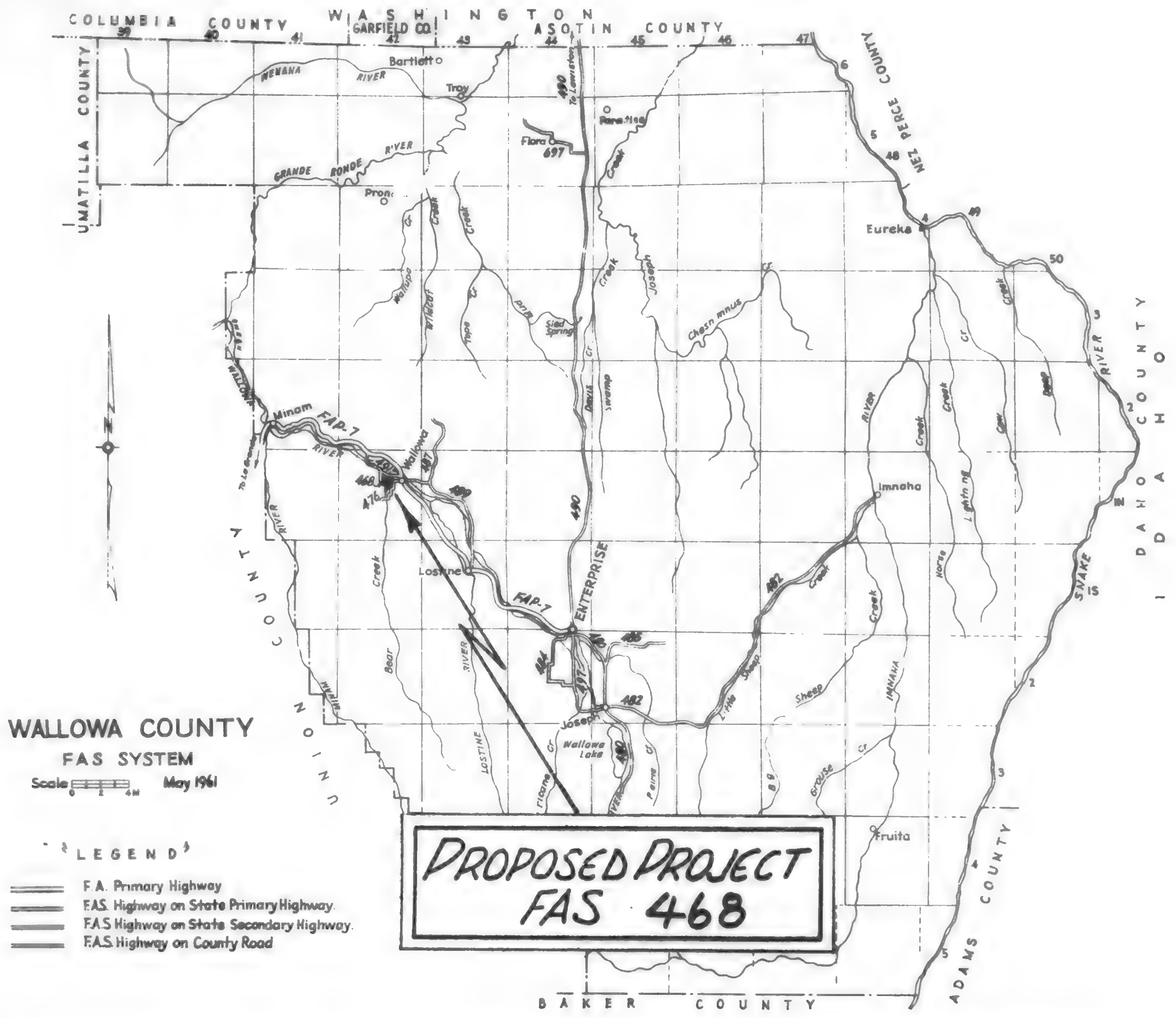
4. Estimated Application Filing Date Mid-March 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Bear Creek Bridges, FAS 468 and FAS 491

Project to consist of preliminary engineering, two structures and incidental work to replace the existing bridges to current standards. Concrete bridges with prestressed slab decks 32-feet wide.



WALLOWA COUNTY

FAS SYSTEM

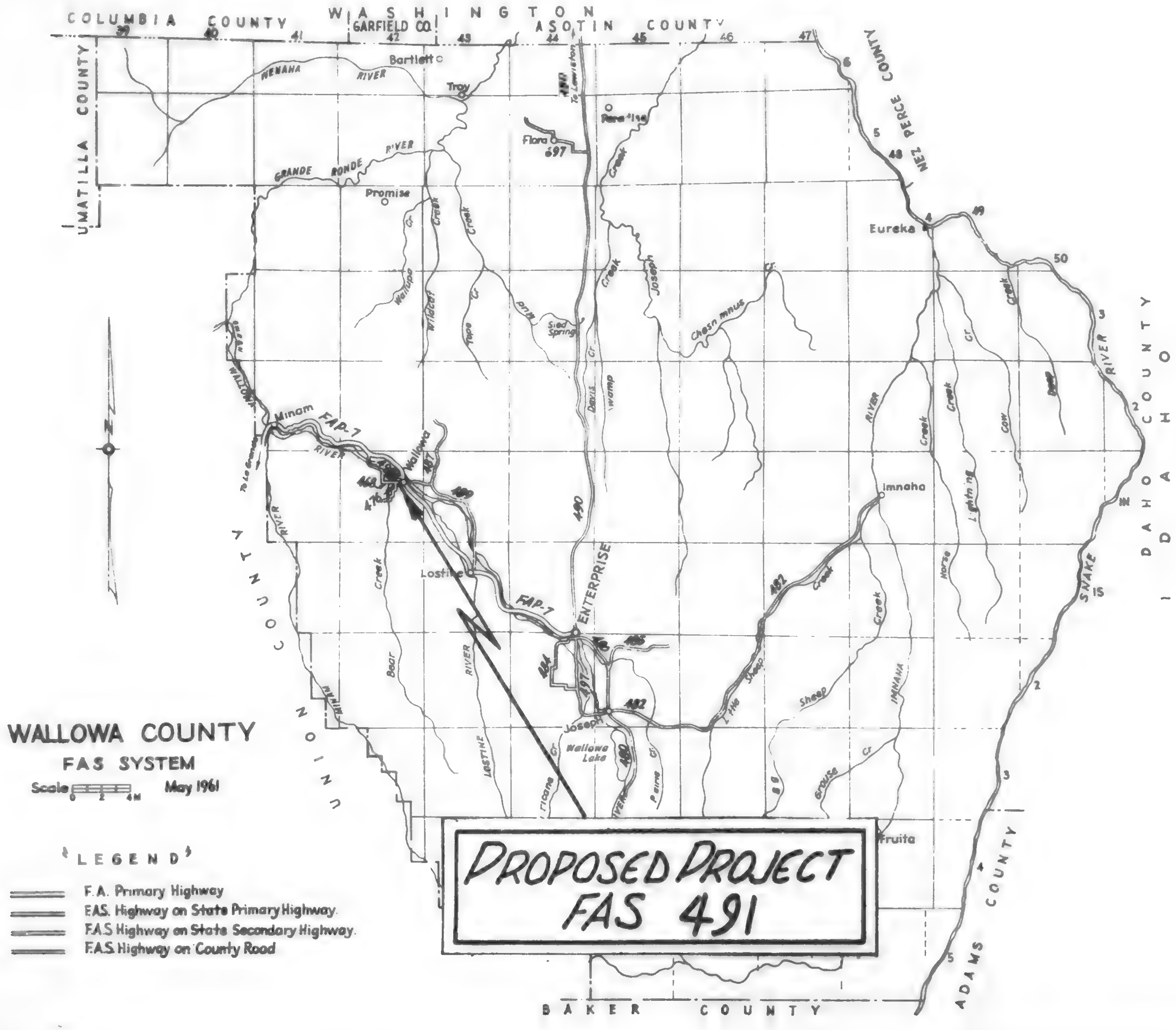
Scale 0 2 4M

May 1961

LEGEND

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway.
- F.A.S. Highway on State Secondary Highway.
- F.A.S. Highway on County Road

PROPOSED PROJECT
FAS 468



WALLOWA COUNTY

FAS SYSTEM

Scale 0 2 4M May 1961

LEGEND

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway.
- F.A.S. Highway on State Secondary Highway.
- F.A.S. Highway on County Road

PROPOSED PROJECT
FAS 491

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

RECEIVED

5-203(4)

G 7368

December 1, 1969

cc's sent 12-2-69

F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
F.E. Terpin (2)
W.H. Tebeau
H.S. Coulter (4)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of October 6, 1969 which referred to the following prospectuses:

1. Bear Creek Bridge Section
   Diamond Prairie Road, FAS 491
   Wallowa County

2. Bear Creek Bridge Section
   Bear Creek Road, FAS 468
   Wallowa County

We have the following recommendations in regard to both of these projects:

1. Both summer steelhead and chinook salmon spawn in Bear Creek, so the optimum period for any work in the stream bed would be from July 1 to September 1.

2. Streamside vegetation should be preserved as much as possible.

3. Disturbance to the stream bed by equipment should be kept to a minimum.

We appreciate the opportunity to present our comments on these projects.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

RECEIVED
DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 6 - 1969

FOR FILING

5-263(4)

7368

PREFIX NO. 532-1471

LOCATION PROSPECTUS
BEAR CREEK BRIDGE SECTION
DIAMOND PRAIRIE ROAD, FAS 491
WALLOWA COUNTY

10-3-69

HIGHWAY:	Diamond Prairie Road. Federal-aid Secondary No. 491.
TERMINI:	Approximately one mile northwesterly of Wallowa.
PROGRAM:	FAS-C project.
NARRATIVE:	Prepare a vicinity map and plans, specifications and estimates for construction of a new bridge to replace the present structure. Road can be closed during construction. Detour not required. The new structure will have a horizontal clearance of 32 feet. Wallowa County will construct approaches and connections.
AGREEMENTS:	Routine FAS-C project.

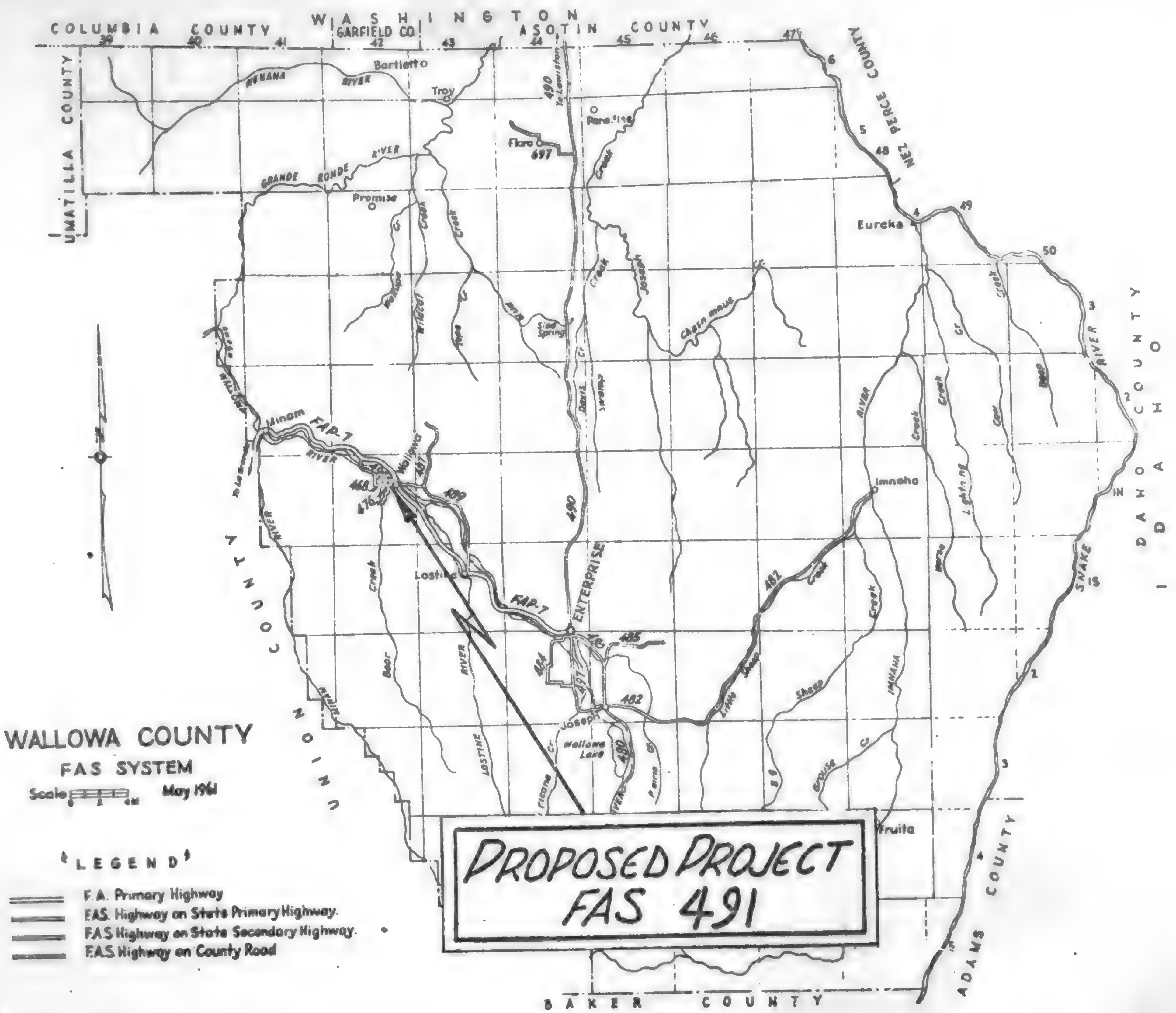
October 3, 1969

cc: Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
H.S. Coulter (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B. L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

F.B. KLABOE

NO.

RECEIVED
OCT 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER



WALLOWA COUNTY

FAS SYSTEM

Scale 0 2 4M   May 1961

LEGEND

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway.
- F.A.S. Highway on State Secondary Highway.
- F.A.S. Highway on County Road

PROPOSED PROJECT
FAS 491

OCT 6 - 1969
FOR FILING

S-203(4)
17368

PREFIX NO. 532-1472

LOCATION PROSPECTUS
BEAR CREEK BRIDGE SECTION
BEAR CREEK ROAD, FAS 468
WALLOWA COUNTY

10-3-69

HIGHWAY:	Bear Creek Road, Federal-aid Secondary No. 468.
TERMINI:	Approximately one mile west of Wallowa.
PROGRAM:	FAS-C project.
NARRATIVE:	Prepare a vicinity map and plans, specifications and estimates for construction of a new bridge to replace the present structure. Road can be closed during construction. Detour not required. The new structure will have a horizontal clearance of 32 feet. Wallowa County will construct approaches and connections.
AGREEMENTS:	Routine FAS-C project.

October 3, 1969

cc: Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
H.S. Coulter (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
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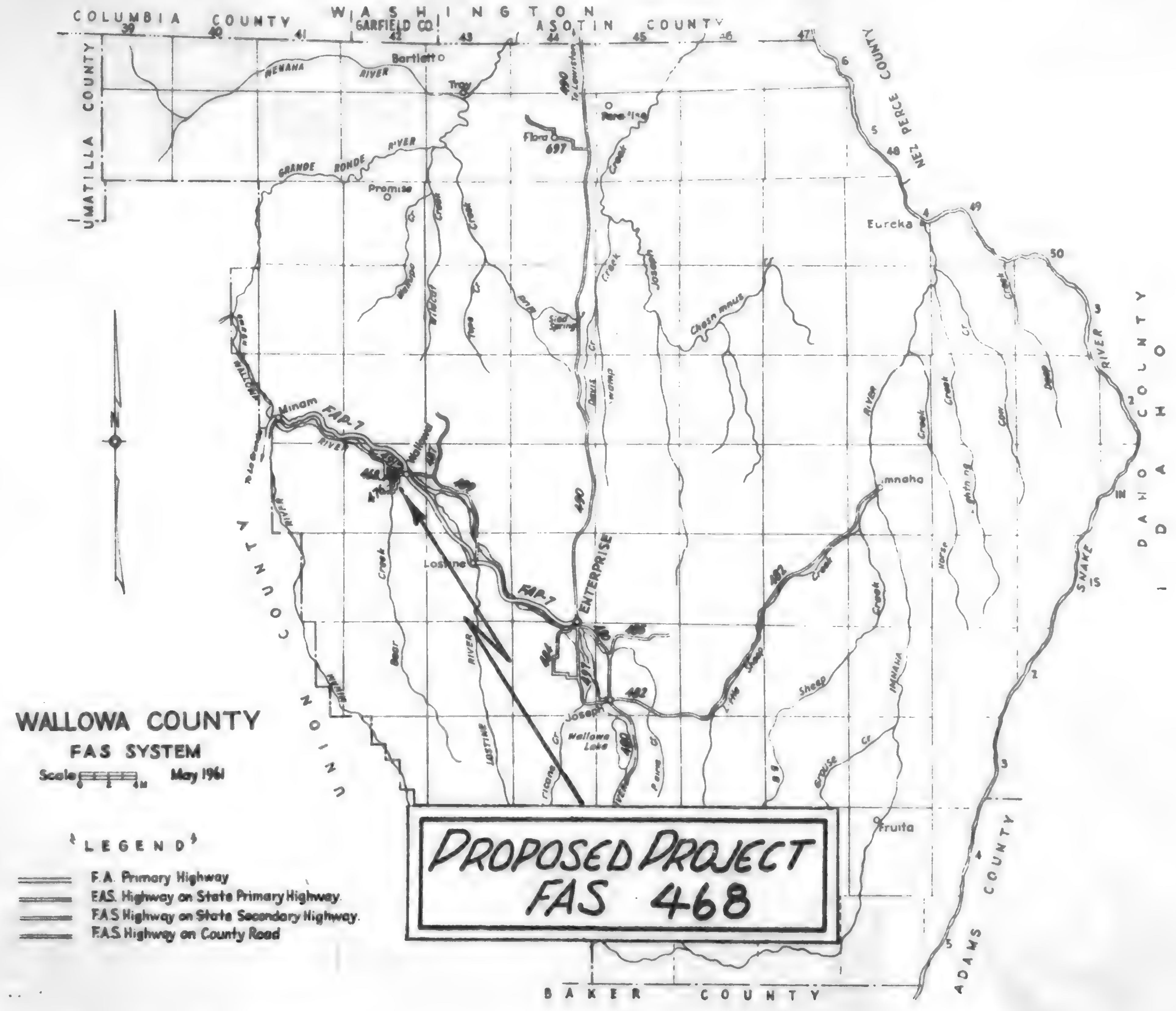
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

F.B. KLABOE

RECEIVED
OCT 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER



WALLOWA COUNTY

FAS SYSTEM

Scale 0 2 4M

May 1961

LEGEND

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

PROPOSED PROJECT
FAS 468

RECEIVED
SEP 25 1969
PORTLAND

S-2035(4)

7568

September 25, 1969

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing seven Federal Aid Secondary projects: three in Clackamas County, one each in Lake and Tillamook Counties, and two in Wallowa County.

The first project requested by Clackamas County is for a traffic control signal on King Road (FAS 133), just east of the city of Milwaukie at the intersection with Linwood Avenue. The FAS funds required for this project are estimated to be $15,000 of which $3,000 will be the cost to the State.

The second project Clackamas County has requested is for the Harvey Way-Country Club Road Section of FAS 681. This is to be a four-lane curbed section and will extend from the recently completed Harvey Way-Madrona Street Section to Country Club Road. The FAS funds required for this project are estimated to be $400,000 of which $80,000 will be the cost to the State.

The other project requested by Clackamas County is on FAS 943 and is a 60-foot curbed section extending from the South Tigard Interchange to Boones Ferry Road. This is a new route with only a very small portion being over existing roadways and streets and will make a junction with the above-requested Harvey Way-Country Club Road Section. The FAS funds required for this project are estimated to be $625,000 of which $125,000 will be the cost to the State.

Lake County's requested project is for a bridge over Twenty Mile Creek on Twenty Mile Road (FAS 932). This route goes south out of Adel into California. The FAS funds required for this project are estimated to be $25,000 of which $5,000 will be the cost to the State.

The request by Tillamook County is for a bridge over the Nestucca River on Blaine Road (FAS 613), just east of the community of Beaver. The FAS funds required for this project are estimated to be $200,000 of which $40,000 will be the cost to the State.

The two requested projects in Wallowa County are for two bridges over Bear Creek and are both just west of the city of Wallowa. One of the bridges is on Bear Creek Road (FAS 463), and the other is on Diamond Prairie Road (FAS 491). The total FAS funds required for these two bridges are estimated to be $105,000 of which $21,000 will be the cost to the State.

These projects will be on the agenda for the September 30 meeting and I recommend their approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
V. E. Skoog

HR:mm sr

5-26-1(-1)
Y368

9-22-69

PROPOSED FISCAL YEARS 1969 & 1970 COUNTY FAS PROJECTS

County	FAS	Section & Description	Programmed Amount	FAS Funds
Clackamas	133 Lights [illegible]	Intersection of King Road and Linnwood Avenue Section, King Road, 1.82 miles. Traffic control signal.	$ 15,000	1969
Clackamas	681 Lo Bd Clack	Harvey Way-Country Club Road Section, Boones Ferry Road, 1.82 miles. Grade, drain, base, curb, and pave.	400,000	1969
Clackamas	943 Lo Bd Clack	South Tigard Interchange-Boones Ferry Road Section, 1.4 miles. Grade, drain, base, curb, and pave.	625,000	1969
Lake	902 Br T.W.	Twenty Mile Creek (Twenty Mile) Bridge Section, Twenty Mile Road. Structure.	25,000	1969
Tillamook	613 Br A-Z	Nestucca River (Ollie Woods) Bridge Section, Blain Road. Structure.	200,000	1969
Wallowa	468 Br A-Z	Bear Creek Bridge Section, Bear Creek Road. Structure.	60,000	1969
Wallowa	491 Br A-Z	Bear Creek Bridge Section, Diamond Prairie Road. Structure.	45,000	1969
		Total	$1,370,000	

SUMMARY BY FISCAL YEARS	1969	1970	TOTAL
Allocated Funds	$3,969,000	$5,089,000	$9,058,000
Approved Funds (Corrected to date)	3,969,000	864,000	4,833,000
Unprogrammed Balance	$ --	$4,225,000	$4,225,000
Projects Proposed 9/30/69	--	1,370,000	1,370,000
Unprogrammed Balance	$ --	$2,855,000	$2,855,000

69-g
9/22/69

S-203(4)
7368

9 15 69

WALLOWA COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 491 - Diamond Prairie Road, Bear Creek Bridge; structure
$45,000.

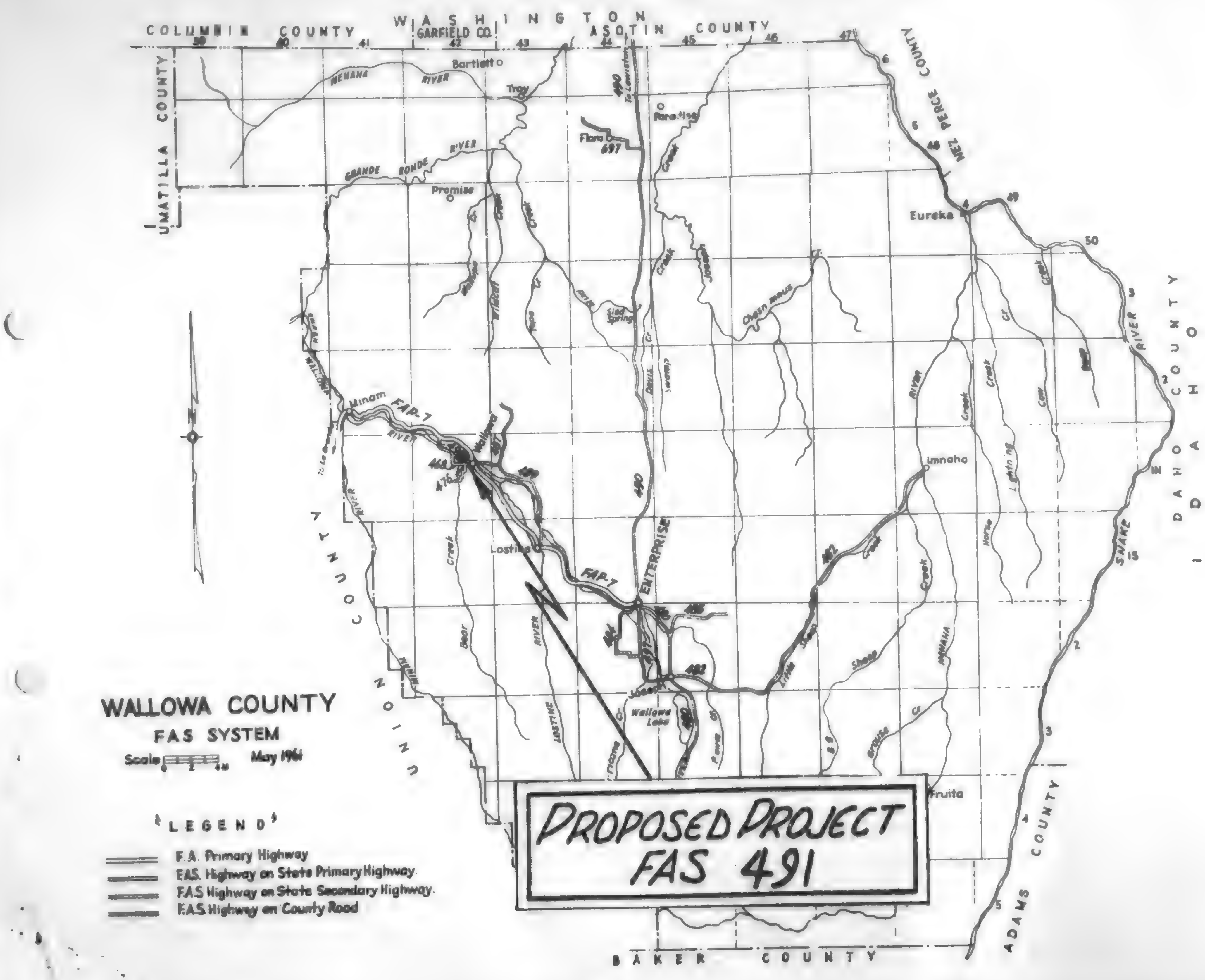
Construct a concrete bridge with a prestressed slab deck 32 feet in width. There is no additional right-of-way. Road can be closed during construction so no detour is required. The new bridge will be at the same location as the existing bridge.

State to make survey and vicinity map.

County to construct the approaches and connections.

No hearing necessary.

69-g
9/15/69



WALLOWA COUNTY
FAS SYSTEM
Scale 0 2 4 M May 1961

LEGEND

F.A. Primary Highway
F.A.S. Highway on State Primary Highway.
F.A.S. Highway on State Secondary Highway.
F.A.S. Highway on County Road

S-923(4)
7368

111-69

WALLOWA COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 468 - Bear Creek Road, Bear Creek Bridge; structure, $60,000.

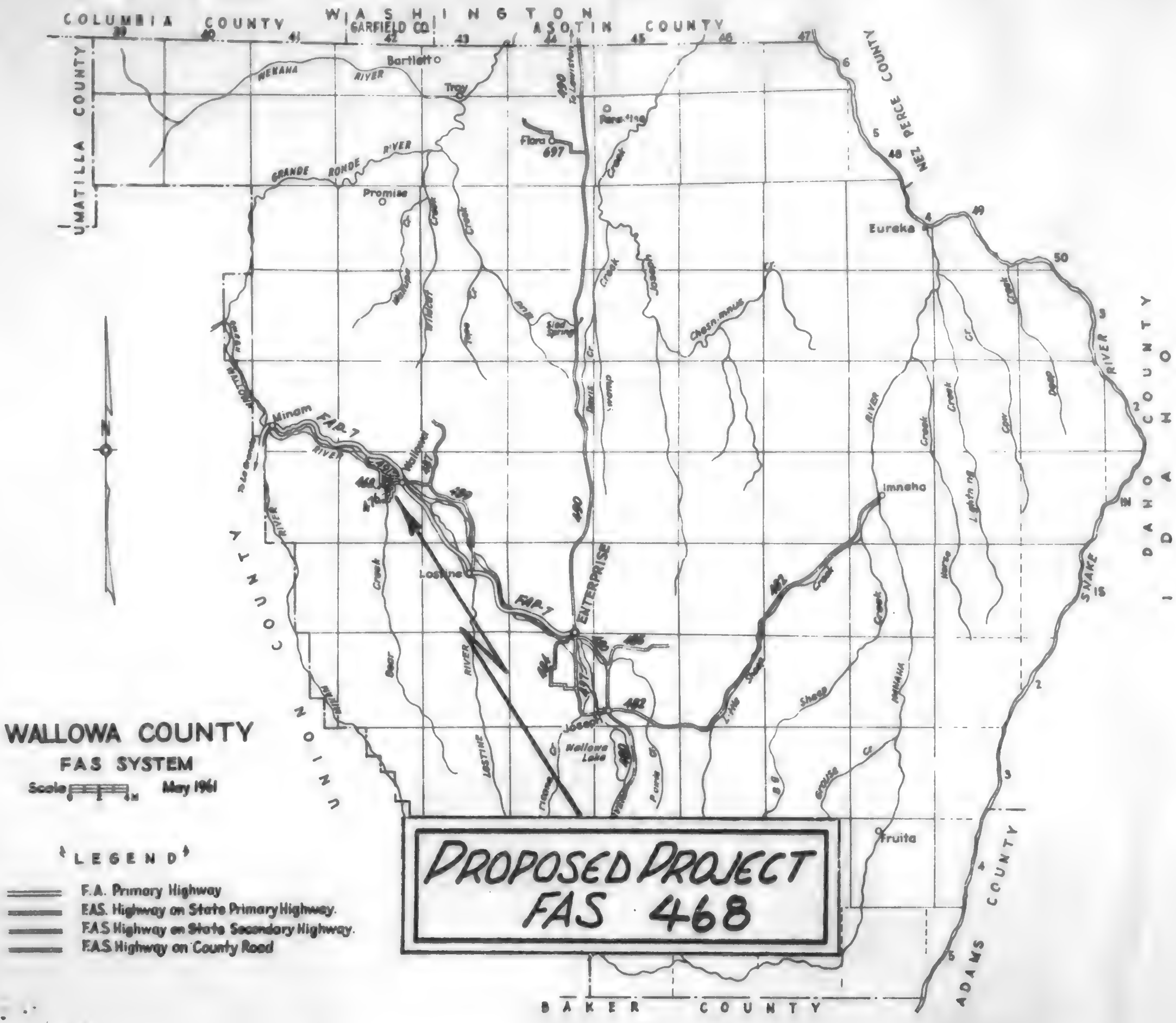
Construct a concrete Bridge with a prestressed slab deck 32 feet in width. No additional right-of-way. Road can be closed during construction as no detour is required. New bridge will be on same location as existing bridge.

State to make survey and vicinity map.

County will construct approaches and connections.

No hearing necessary.

69-g
9/15/69



WALLOWA COUNTY

FAS SYSTEM

Scale May 1961

333-1708 Maupin (4th St. & Dufur Ave.) 1970
Section (Grad. & oiling)
#7370

MA 3882

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103913

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-70	CC 1238		333-1409-295 $628.85 333-1708-295 [illegible]

City of Maupin
City Hall
Maupin, Oregon 97037

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Vera Burgett			
Final Billing: Special City Allotment project on 4th and Dufur Streets. Contract No. 7370. Covered by agreement dated February 19, 1970.			
City's Advance Deposit			10,230.00
As per attached			
Final Cost		34,315.77	
Agreed State Share		25,000.00	
Agreed City Share			9,315.77
To be refunded			914.23

RECEIVED
COUNTY & CITY SECTION
NOV 12 1970
☑ ENGR. ☑ COOR. ☐ CE ☑ AE ☑ UE
☑ UPE ☑ GE ☐ RE ☐ RPE ☐

ACKNOW[illegible] REQUEST

By

Date Nov. 9, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 70

Contract # 7370 Prefix 333-1708 Survey Prefix 333-1409

Street 4Th & Dufur

City Maupin

Payments to Contractor (see attached voucher) …………	$ 30,353.39
Engineering and Contingencies ………………………	3,333.53
Survey: Total $ 1809.75 Prorated Share ………………………	* 628.85
TOTAL ……………	34,315.77
Agreed State Share	25,000.00
* * Agreed City Share	9,315.77
City Advance Deposit	10,230.00
REFUND DUE CITY	914.23

Reference: Outside Billing CC 1238

* Construction Costs over \$25,000 = $\frac{8,686.92 \times 2438.60}{33,686.92}$ = 628.85

* * Includes Concrete walks, Driveways & curbs

RU

OREGON STATE HIGHWAY DEPARTMENT

ONTRACT PAYMENT VOUCHER

20 (REV. 6-63)

COUNTY WASCO	CONTRACT NO. 7370	ESTIMATE 5
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. -	
SECTION MAUPIN /4TH ST & DUFUR AVE/		

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
	[illegible] EXCAVATION	LUMP SUM	5700.0000	100
	[illegible] AGGREGATE BASE 13 1/2 IN THICK	SQ YDS	2.9500	3,845
	3/ [illegible] AGGREGATE BASE 2 INCHES THICK	SQ YDS	.4500	4,020
	AGGREGATES IN ASPHALT MACADAM	CU YDS	10.0000	229
	[illegible] ASPHALT IN ASPHALT MACADAM	TONS	100.0000	15
	ASPHALT IN SEAL COAT	TONS	100.0000	4
	9N [illegible] FOR ASPHALT MACADAMAPPROACHES.	ONLY	50.0000	3
	[illegible] PIPE	LIN FT	8.6500	119
	CONCRETE INLETS TYPE G-1	ONLY	195.0000	2
	CONCRETE WALKS	SQ YDS	6.0000	338
	CONCRETE DRIVEWAYS	SQ YDS	7.0000	8
	CONCRETE CURBS	LIN FT	2.0000	1,175
	[illegible] ITEMS			
1	[illegible] EXCAVATION	CU YD	10.0000	2
2	[illegible]	CU YD	2.2500	1
3	[illegible] DRIVEWAYS	EACH	150.0000	
	ADJUSTMENT ITEMS			
1	LIQUIDATED DAMAGES	DAY	50.0000-	1
1A	[illegible] ACT 9-30-70	DAY	50.0000	1

[illegible] 7370	TOTAL CONTRACT ITE
US VOUCHER NO. -	% RETAINED ON CONTRACT ITE
ED BY: CP/ea	FORCE ACCOU
TER OR AUDITOR W. R. Merritt	TOTAL PAYME

CONTRACT NO. 7370	ESTIMATE NO. 5 Post Final	PREFIX NO'S. 333 1708 203 (640) 800.00 Dr.
FEDERAL AID PROJECT NO.		

T & DUFUR AVE/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	5700.0000	100.000	5700.00	5700.00	
SQ YDS	2.9500	3,845.700	11344.82	11344.82	
SQ YDS	.4500	4,020.460	1809.21	1809.21	
CU YDS	10.0000	229.000	2290.00	2290.00	
TONS	100.0000	15.910	1591.00	1591.00	
TONS	100.0000	4.990	499.00	499.00	
ONLY	50.0000	3.000	150.00	150.00	
LIN FT	8.6500	119.000	1029.35	1029.35	
ONLY	195.0000	2.000	390.00	390.00	
SQ YDS	6.0000	338.700	2032.20	2032.20	
SQ YDS	7.0000	80.600	564.20	564.20	
LIN FT	2.0000	1,175.000	2350.00	2350.00	
CU YD	10.0000	27.920	279.20	279.20	
CU YD	2.2500	10.850	24.41	24.41	
EACH	150.0000	2.000	300.00	300.00	
DAY	50.0000-	16.000	800.00-	800.00-	
DAY	50.0000	16.000	800.00		800.00

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	30353.39	29553.39	800.00
% RETAINED ON CONTRACT ITEMS	-	-	-
FORCE ACCOUNT			
TOTAL PAYMENTS	30,353.39	29,553.39	800.00

RECEIVED
OCT 12 1970
FOR FILING

333-1708

7370

October 9, 1970

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

The post-final payment for $800 will be made to Interstate Paving Co. on Contract No. 7370 for work on 4th Street and Dufur Avenue in Maupin in Wasco County as soon as the warrant is prepared.

The total amount paid on this contract will be $39,322.39 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Lloyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

dr

cc Interstate Paving Co.
P. O. Box 92
The Dalles, Oregon 97058

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
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FOR FILING

333.1708
7370

October 8, 1970

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission at its meeting on September 30, 1970 considered your request for a 17-day extension of time on Contract No. 7370 for work on 4th Street and Dufur Avenue in Maupin.

The Commission granted you a 16-day extension of time thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Skoog
J. F. Putnam
W. Reid Meritt

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1970

SUBJECT: Maupin (4th St. and Dufur Ave.) Section
Contract No. 7370
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Interstate Paving Company requests a 17-day extension of time on the subject project because of interference from a City water main relocation and extra work from two added orders. This was a Special City Allotment project contracted in May with 45 calendar workdays allowed. It was actually completed July 17 with 61 days accrued or 16 days of liquidated damages at $50 per day for a total of $800.

There is some validity to the delay from adjustment of water lines. There were water lines for practically the full two-block length of the project which were adjusted by the City. The portion on Dufur Avenue was replaced with a new larger line. This delayed finishing of the subgrade until June 10, so this reason alone justifies the extension for the 16 days of overtime. In addition, one extra order was added at a very late stage to reconstruct two driveways. Need for this added work became apparent when the project was virtually finished and justifies 2 days extension.

We therefore recommend a 16-day time extension which will delete all liquidated damages. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT 10/06/70 **PROGRESS ESTIMA**

SECTION MAUPIN /4TH ST & DU[illegible] AVE/
HIGHWAY CITY STREET
TYPE WORK GRADING AND OILING

COUNTY SCO
SPECIFIED COMPLETION A) 65 CWD
B)
C)
CONTRACTOR INTERSTATE PAVING CO
THE DALLES 97058

AWARDED 65
EXTENSION 9-

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	57000000	100000	570000	10000.	570000
002	COARSE AGGREGATE BASE 13 1/2 IN THICK	SQ YDS	29500	3800000	112100	3845700	1134482
003	3/4IN-0 AGGREGATE BASE 2 INCHES THICK	SQ YDS	4500	3730000	16785	4020460	180921
004	AGGREGATES IN ASPHALT MACADAM	CU YDS	100000	210000	21000	22900	229000
005	120-150 ASPHALT IN ASPHALT MACADAM	TONS	1000000	16000	16000	15910	159100
006	ASPHALT IN SEAL COAT	TONS	1000000	5000	5000	4990	49900
007	EXTRA FOR ASPHALT MACADAM APPROACHES	ONLY	500000	4000	[illegible]	3000	15000
008	18-INCH SEWER PIPE	LIN FT	86500	124000	[illegible]	119000	102935
009	CONCRETE INLETS TYPE G-1	ONLY	1950000	2000	3900	2000	39000
010	CONCRETE WALKS	SQ YDS	60000	410000	24600	338700	203220
011	CONCRETE DRIVEWAYS	SQ YDS	70000	70000	4900	80600	56420

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 05 06 70 F.A.P.

S CHO

EXTENSION 9-30-70

APPROVED 16 DAYS

A) 01 CHO

USED B)

C)

TE PAVING CO

ES 97058

CONTRACT NO. 7370

PREFIX 333 1708

ESTIMATE NO. 005

POST FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CORRECTED ESTIMATE		PERFORMED TO DATE 07/17/70		TO COMPLETE 07/17/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
10000	570000	100000	570000			9N		
3845700	1134482	3845700	1134482			9N		
4020460	180921	4020460	180921			9N		
229000	229000	229000	229000			9N		
15910	159100	15910	159100			9N		
4990	49900	4990	49900			9N		
3000	15000	3000	15000			9N		
119000	102935	119000	102935			9N		
2000	39000	2000	39000			9N		
338700	203220	338700	203220			9N		
80600	56420	80600	56420			9N		

OREGON STATE HIGHWAY DEPARTMENT 10/06/70 **PROGRESS ESTIMA**

SECTION MAUPIN /4TH ST & DU[illegible] AVE/
HIGHWAY CITY STREET
TYPE WORK GRADING AND OILING
COUNTY [illegible]SCO
SPECIFIED COMPLETION A) 45 CWD
B)
C)
CONTRACTOR INTERSTATE PAVING CO
THE DALLES 97058
AWARDED 05
EXTENSION 9-3

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
012	CONCRETE CURBS	LIN FT	2000	125000	250000	1175000	235000
	TOTALS FOR ORIG. CONTRACT				2990110		2974978
	PRICE AGREEMENTS						
30101	TRENCH EXCAVATION	CU YD	10000			27920	27920
30102	DITCH EXCAVATION	CU YD	2250			10850	2441
30201	RECONSTRUCT DRIVEWAYS	EACH	150000			2000	30000
	ADJUSTMENTS						
6001	LIQUIDATED DAMAGES	DAY	-50000			16000	-80000
6001A	LIQU DAM TIME EXT COMM ACT 9-30-70	DAY	50000			16000	80000
	FORCE ACCOUNTS						
801	FLAGGING 94001						

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 05 06 70

F.A.P

CONTRACT NO. 7370

WORK DONE TO:

D

EXTENSION 9-30-70

APPROVED 16 DAYS

PREFIX 333 1708

USED A) 61 CWD

USED B)

USED C)

ESTIMATED DATE OF COMPLETION

AVING CO

7058

ESTIMATE NO. 005

POST FINAL

RECTED ESTIMATE		PERFORMED TO DATE 07/17/70		TO COMPLETE 07/17/70		GROUP P OR N	NEW TOTAL TO DATE	
NTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
175000	235000	1175000	23500			9N		
	2974978		2974978					
27920	27920	27920	27920			9N		
10850	2441	10850	2441			9N		
2000	30000	2000	30000			9N		
16000	-80000	16000	-80000			9N		
16000	80000	16000	80000			9N		
						9N		

OREGON STATE HIGHWAY DEPARTMENT 10/06/73 **PROGRESS ESTIMAT**

SECTION MAUPIN /4TH ST & DUF AVE/
COUNTY SCO
AWARDED 05

SPECIFIED COMPLETION A) 45 CWD
B)
C)

HIGHWAY CITY STREET
EXTENSION 9-3

TYPE WORK GRADING AND OILING
CONTRACTOR INTERSTATE PAVING CO
THE DALLES 97058

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	* TOTAL PAY COSTS				2990110		3035339
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				20000		
94002	PERMANENT STRIPING				10000		
98999	CONTINGENCIES				135904		
99999	ENGINEERING				302011		334661
	GRAND TOTALS				3458025		3370000

------ RESIDENT ENGINEER

DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM E-498 (REV. 5-69)

AWARDED 05 06 70

F.A.P

CONTRACT NO 7370

WORK DONE TO:

CND

EXTENSION 9-30-70

APPROVED 16 DAYS

PREFIX 331 1708

USED
A 61 CND
B
C

E PAVING CO
AS 97058

ESTIMATE NO. 005
POST FINAL

ESTIMATED DATE OF COMPLETION:

CORRECTED ESTIMATE		PERFORMED TO DATE 07/11/70		TO COMPLETE 07/17/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	3035339		3035339					
						9N		
						9N		
	334661		306322		28339			
	3370000		3341661		28339			

ATE DIVISION ENGINEER

RECEIVED
OCT 5 - 1970
FOR FILING

333-1708

7370

October 5, 1970

St. Paul Fire and Marine Ins. Co.
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On October 1, 1970, we wrote to you concerning release of final payment on Contract No. 7370 awarded to Interstate Paving Company for work on 4th Street and Dufur Avenue in Maupin in Wasco County.

Final payment on this contract is $1,647.24 and the total contract amount is $20,553.34. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Interstate Paving Co.
P. O. Box 92
The Dalles, Oregon 97058

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putman

RECEIVED
OCT 1 - 1970
FOR FILING

333-17CR
7370

October 1, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 17, 1970, on Contract No. 7370. The contract was with Interstate Paving Co. and was for grading and oiling on the Maupin (4th Street and Dufur Avenue) Section in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 1, 1970, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

ms sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7370 Contractor Intersbate Paving Co.

Highway Maupin City Street

Section Maupin (4th St. & Dufur Ave.)

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend 16 day extension for city water line replacement delay and late P.A. #2 on driveways.

Recommended for Approval:

J. Walton
Division Engineer

Fred A. Bond
for
Construction Engineer or Bridge Engineer

A. E. Johnson
State Highway Engineer

Contract No.	7370
Project designation	State State-Federal
Date awarded	May 6, 1970
Work started	May 13, 1970
Per cent completed	100% July 17, 1970 Date
No. of Workdays Allowed	45
No. of Workdays Used	61
No. of Added Workdays Requested	17

[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 24, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 45 days to 62 days, within which to complete our Contract No. 7370, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in completion of project is primarily due to City of Maupin installing water mains on Dufur Street.

Two change orders also required extra time.

Respectfully submitted,

INTERSTATE PAVING COMPANY
Contractor

By Howard C. Stinson

CONSENT OF SURETY

Date August 3, 1970

We, ST. PAUL FIRE & MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John P. Jerome
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
AUG 27 1970
FOR FILING

333-770Y
7370

August 27, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 1
September 29, 1970 meeting

Gentlemen:

Interstate Paving Company requests a 17-day extension of time on the Maupin (4th Street and Dufur Avenue) City Street project, Contract No. 7370, in Wasco County. The contractor cites delay from water line work by others and two change orders.

This was a Special City Allotment project which was contracted in May. The project was completed July 17 with 16 days liquidated damages accrued in the amount of $800. Extensive changes in the city water system were made by City forces during the earlier stages of the project. This water line work delayed some of the contractor's operations until June 10, by which time over half of the time allowed under our contract had elapsed. Only one extra work order was of significance and it was added at a very late stage to cover reconstruction of two driveways.

Because of the utility delay and late added work, I recommend a 16-day extension of time. This will delete all liquidated damages.

This matter will be on the agenda for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam

JAB:fw sr

333-1708
12-70

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Maupin (4th. Street & Dufur Ave.)

WEEK ENDING: August 22, 1970

SECTION PREFIX: 333-1708

HIGHWAY: City Street

COUNTY: Wasco

NAME OF JOB: Maupin (4th. Street & Dufur Ave.)

KIND OF WORK: Grading and Oiling

CONTRACTOR: Interstate Paving Company

CONTRACT NUMBER: 7370

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 6, 1970

DATE WORK STARTED: May 13, 1970

ESTIMATED COMPLETION DATE: July 17, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: -

WORK DAYS USED: -

SPECIFIED CALENDAR DAYS: 45

CALENDAR DAYS USED: 61

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 136

PROJECT AUTHORIZATION: $ 34,580.25

EXCLUSIVE OF ENGINEERING: $ 31,560.14

ENGINEERING AUTHORIZATION: $ 3,020.11

This week: 0.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,420.21

ENGINEERING COST TO DATE: $ 3,019.44

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 99 %

DATE PROJECT WAS COMPLETED: July 17, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
-	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13		0.13	
MILES PARTIALLY COMPLETED	0.13	0.13		0.13	
MILES COMPLETED	0.13	0.13		0.13	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	3800 S.Yd.		210 C.Yd.	
TOTAL QUANTITIES CORRECTED TO DATE	100%	3845.7 S.Yd.		229 C.Yd.	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	3845.7 S.Yd.		229 C.Yd.	
AVERAGE DAILY QUANTITIES	0%	0 S.Yd.		0 C.Yd.	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Calendar Workdays Expended - Project Completed			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-warm	0	0	
MONDAY	Clear-warm	0	0	
TUESDAY	Clear-warm	0	0	BEN GIFFORD
WEDNESDAY	Clear-warm	0	0	
THURSDAY	Clear-warm	0	0	
FRIDAY	Clear-warm	0	0	
SATURDAY		0	0	2 [illegible] 1970

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

No activity. Project completed.

Semi-final estimate submitted to Regional Office Tuesday of this week.

FINAL REPORT

SIGNED ______ LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 2[illegible] 1970

FOR FILING

333 - 1708
7370

May 21, 1970

Interstate Paving Co.
P. O. Box 92
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7370 for grading and oiling on 4th Street and Dufur Avenue in the city of Maupin in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: St. Paul Fire & Marine Insurance Co.
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
J. S. Sawyer

NOTED
H. S. COX

Mrs. Vera E. Burgett
City Recorder
City Hall
Maupin, Oregon 97037

May 6, 1970

Dear Mrs. Burgett:

This is to acknowledge receipt of the City's two checks in an amount totaling $10,230 as payment on the Special City Allotment project on Fourth Street and Dufur Avenue. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
F. D. Morgan
V. E. Skoog, Att: John Herr

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

RECEIVED
JUN 30 1970
FOR FILING

333-1708
7370

Bid # [illegible]

May 6, 1970

Interstate Paving Co.
P. O. Box 92
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal for grading and oiling in the City of Maupin on 4th Street and Dufur Avenue in Wasco County for the sum of $29,901.10 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Maupin is received and the sum of $10,230 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7370.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 18, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
J. F. Putnam
J. S. Sawyer

NOTED
H. S. COX

Mrs. Vera E. Burgett
City Recorder
City Hall
Maupin, Oregon 97037

April 24, 1970

Dear Mrs. Burgett:

On April 23, 1970 the State Highway Commission opened bids on the 1970 Special City Allotment project on Fourth Street and Dufur Avenue in Maupin. The apparent low bid was submitted by Interstate Paving Company of The Dalles.

The anticipated cost based on the bid is as follows:

Contractor's bid	$29,901.10
Anticipated Items--Flagging and permanent sign	300.00
TOTAL	$30,201.10
14½% Engineering and contingencies	4,379.16
TOTAL	$34,580.26
Estimated portion of preliminary engineering charged to project:	650.00
TOTAL ANTICIPATED COST	$35,230.26

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience, a check or warrant to this office in the amount of $10,230, made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
J. F. Putnam

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Mrs. Vera Burgett
City Recorder
City Hall
Maupin, Oregon 97037

March 31, 1970

Dear Mrs. Burgett:

The final estimate, prior to opening bids, for the 1970 Special City Allotment project on 4th Street and Dufur Avenue is now available. It is presently estimated that this project will be approximately $36,180, which includes about $5,350 for curbs, walks, and concrete driveways. Please keep this estimate confidential.

This project is presently scheduled for the April 23, 1970 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Walter Schmidt

#5 C.W

Maup (4th St. & Dufur Ave.)

Wasco County

General Excavation 1900 c.y.	All Specified		7000 -
Coarse Aggregate Base, 13½ inches thick 1870 c.y.	3800 Sq. yd	3 -	11400 -
¾"-0 Aggregate Base, 2 inches thick 280 c.y.	3730 Sq. yd	.50	1865 -
Aggregates in Asphalt Macadam	200 cu. yd	9 -	1800 -
120-150 Asphalt in Asphalt Macadam	16 ton	85 -	1360 -
Asphalt in Seal Coat	5 ton	100 -	500
18-inch Sewer Pipe	124 lin. ft	8.65	1072.60
Concrete Inlets, Type G-1	2 only	175 -	350 -
Concrete Walks	410 Sq. yd	6 -	2460 -
Concrete Driveways	70 sq yd	6.50	455 -
Concrete Curbs	1250 lin. ft	1.95	2437.50
Asphalt Street Connections	4 only	50 -	200 -
			30,900.10
			300. -
			31,200.10
			4524.01
			35724.11
			450
			36,180

Flagging	$200
Perm. Signing	$100

333-1409 910 2 901

P.E. 995.82 posted

$$1500 \times \frac{10,724}{35724} = \$450$$

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section 4th ST. & DUFUR AVE. Highway City of Maupin County Wasco Prefix 333-1409

Res. Engr. J. S. Sawyer Approx. Length 0.12 Miles. Sta. ______ to Sta. ______ Date 3-10-70

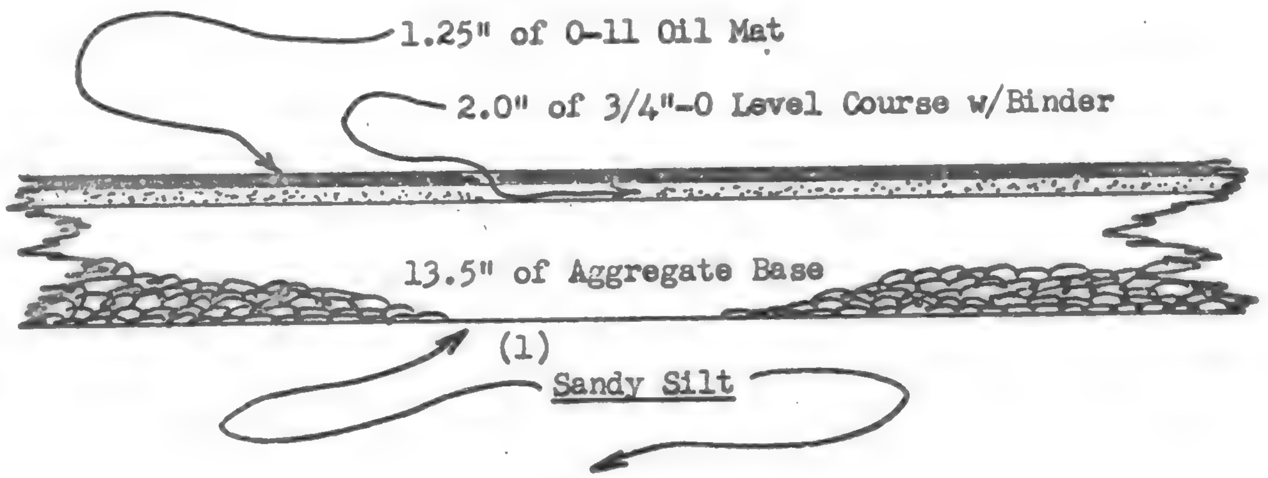
Mean Truck A.D.T. 9 Traffic Coefficient 5.1 18 kip s.a. per day 1.2.

Annual Precipitation 14"± (Dufur) Frost Penetration 30"±.

CBE Total Req.	Credit	Actual Thick.	
	1.5	1.25	0-11
	2.0	2.0	Level
	13.5	13.5	A.B.
17.0	17.0	16.75	

3-10-70

(1)
Typical Soil
26 LL
7 PI
87 %P 10
56 %P200
13 %Gravel
15 %C Sand
16 %F Sand
41 %Silt
15 %Clay
5 "R" Value



AASHO CLASSIFICATION:
A-4 (4)

MATERIAL SOURCES:
To be determined by the engineer.

See remarks on Page 2.

RECEIVED
MAR 17 1970
FOR FILING

NOTED
F. B. KLABOE

333-1701
7370

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by ____ for Staff Assistant

Recommended by ____ Engineer of Materials

Recommended by ____ Asst ~~Asst~~ Construction Engineer

Approved by ____ Asst. State Highway Engineer

SECTION: 4th ST. - DUFUR AVE.
HIGHWAY: City of Maupin
COUNTY: Wasco

"OTHER ROADS"

Traffic Coefficient	0-11 Wearing Surface		3/4"-0 Level	Crushed Base		"CBE" Total Requirement	Actual Thickness
Cars Only	1.25"		2.0"	11.5"		13.5"	*14.75"

* Total surfacing thickness increased to equal approximately ½ the depth of frost penetration.

Remarks:

The existing roadway at the time of the condition survey was in poor condition. The Oil Mat ranged from 1.0" to 2.0" in thickness, badly broken and/or cracked. Base depth varied from 3.0" - 6.0". Tests of the base indicated a high LL and PI, low sand equivalent, excess of material P#200 sieve, with an "R" Value of 14. Utilization of the existing oil mat was not considered feasible.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = 0.8 " Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 3rd ST., 4th ST. & DUFUR AVE.

HIGHWAY: City of Maupin

COUNTY: Wasco

200 Present ADT (19 70)

3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	5	1.6	8	7	450	3,150
3	1	1.6	2	2	1000	2,000
4	--	---	--	--	1250	---
5	--	---	--	--	3180	---
6	--	---	--	--	2570	---
				9 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 5,150

TWENTY YEAR EWL 103,000

TRAFFIC COEFFICIENT 5.1

SECTION: 4th ST. - DUFUR AVE.
HIGHWAY: City of Maupin
COUNTY: Wasco

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or Asphaltic Concrete.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers an Oil Mat
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (o.12 mi.) section.
Traffic does not warrant the use of C.R.P.C.C.

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FEB 25 1970

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333-1708

7370

February 19, 1970

MISC. CONTRACTS and
AGREEMENTS No. 5882

City of Maupin
City Hall
Maupin, Oregon 97037

Attention: Mrs. Vera E. Burgett
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Fourth Street and Dufur Avenue in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

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FEB 6 - 1970

333-170X

7370

PREFIX NO. 333-1409

ADDENDUM "A" TO LOCATION PROSPECTUS
MAUPIN (FOURTH STREET AND DUFUR AVENUE) SECTION
CITY STREETS
WASCO COUNTY

2-5-70

This Addendum is submitted to revise and correct the location prospectus on the above-named section.

PARAGRAPHS 1 THROUGH 4: Correct as per original prospectus.

PARAGRAPH 5: Delete entire paragraph and substitute:

NARRATIVE: This will be a location survey to prepare plans, specifications and costs for improvement of the existing city streets. There are sanitary sewers at a depth of three feet and water mains at a depth of two feet below present surface. There are also R.E.A. electric poles and Deschutes Telephone Company poles involved. City to make any necessary facility adjustments. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed.

PARAGRAPH 6: Delete entire paragraph and substitute:

TYPICAL SECTION: 42-foot curbed street section with 5-foot utility strips and 4-foot concrete sidewalks.

PARAGRAPHS 7 THROUGH 12: Correct as per original prospectus.

February 5, 1970

Oregon State Game Commission
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin

J. F. Putnam (3)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)

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FEB 6
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
[illegible] 1970

2-2-70

333-1708
7370

PREFIX NO. 333-1409

LOCATION PROSPECTUS
MAUPIN (FOURTH STREET AND DUFUR AVENUE) SECTION
CITY STREETS
WASCO COUNTY

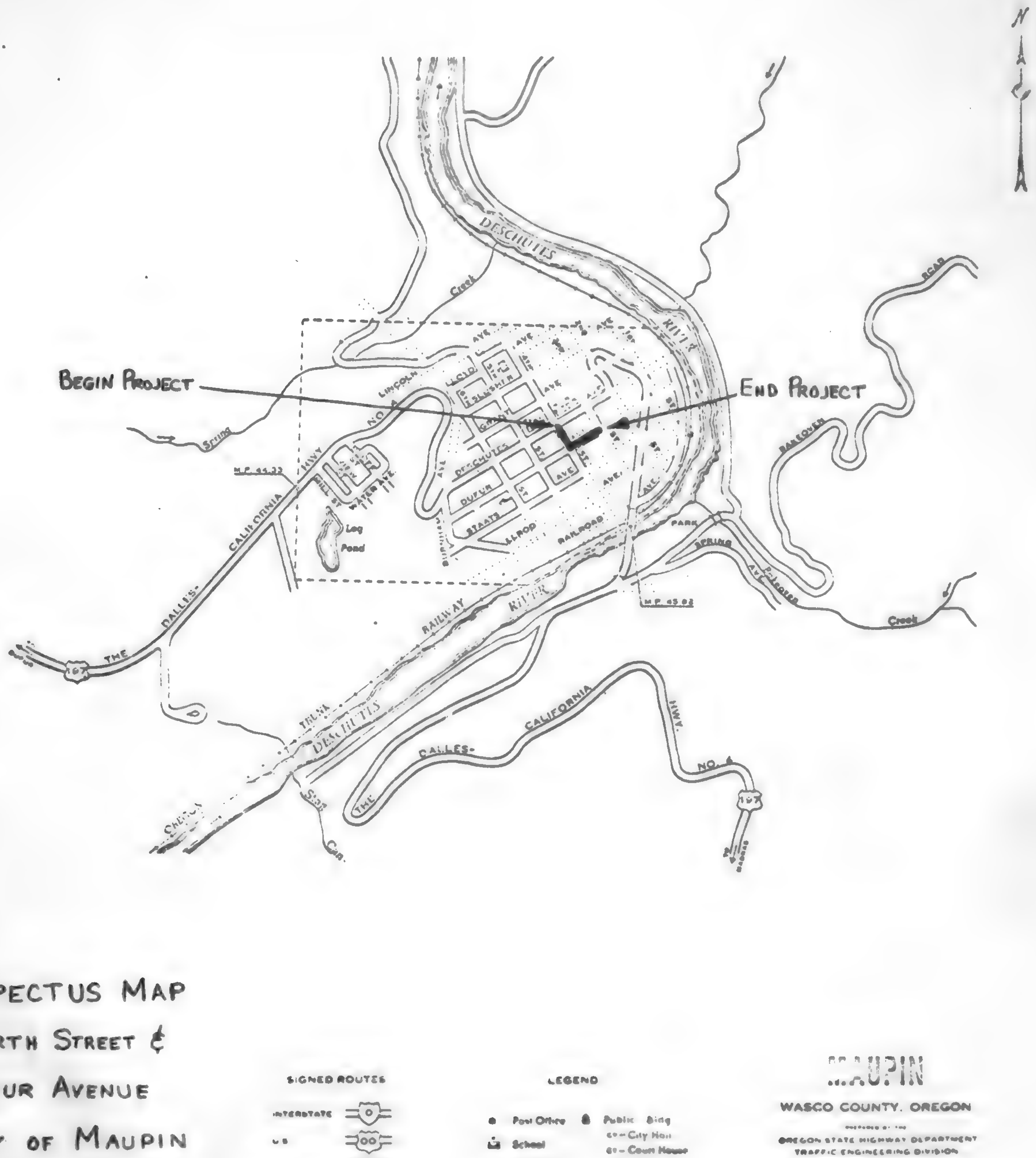
HIGHWAY:	Fourth Street and Dufur Avenue. Not on a Federal-aid or State system.
TERMINI:	The northerly terminus of work on Fourth Street is at the junction of Fourth Street and Deschutes Avenue and the southerly terminus is at the junction of Fourth Street and Dufur Avenue. The westerly terminus of work on Dufur Avenue is at the junction of Dufur Avenue and Fourth Street and the easterly terminus is at the junction of Dufur Avenue and Third Street. All in the city of Maupin.
LENGTH:	The overall length is 0.12 mile.
PROGRAM:	1970 Special City Allotment Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and placing oil mat on existing city streets. There are sanitary sewers at a depth of three feet and water mains at a depth of two feet below present surface. There are also R.E.A. electric poles and Deschutes Telephone Company poles involved. The City has indicated they will adjust or arrange to have adjusted any of the above facilities necessary. Also, the City would do the clearing and base rock work.
TYPICAL SECTION:	Two 10-foot travel lanes with 11-foot shoulders, concrete curbs, 5-foot utility strips, and 4-foot concrete sidewalks.
BRIDGES:	None.
ACCESS:	By city ordinance only.
MATERIAL:	Sources of suitable material to be located during survey and referenced to the project.
ADD'L FACILITIES:	There are no railroads or major stream crossings.
AGREEMENTS:	Routine Special City Allotment project.
PARKS:	None affected.

NOTED
TOM EDWARDS

Attachment
February 2, 1970

Oregon State Game Commission
J. F. Putnam (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
FEB 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER



MAUPIN

WASCO COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 381

Scale in Feet

April 1963

PROSPECTUS MAP
FOURTH STREET &
DUFUR AVENUE
CITY OF MAUPIN
WASCO COUNTY
1970

2-1125 Camp Adair Rd.-9th St. Section, 1970
of Pacific Hwy. W., N. of Corvallis
#7371 (Paving)

[illegible]
SEP 21 1970
FOR [illegible]

2-1125

7371

September 21, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On September 16, 1970, we wrote to you concerning release of final payment on Contract No. 7371 awarded to Morse Bros., Inc., for paving the Camp Adair Road-9th Street Section of the Pacific Highway West in Benton County.

Final payment on this contract is $11,568.56 and the total contract amount is $235,391.46 including $3,265.17 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Frank Morgan
Ivan Merchant
R. D. Asburry
V. E. Skoog
Attn: John Kerr

RECEIVED
SEP 18 1970
FOR FILING

2-1125
7371

September 15, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 24, 1970, on Contract No. 7371. The contract was with Morse Bros., Inc., and was for paving on the Camp Adair Road-9th Street Section on the Pacific Highway West in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 15, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
R. D. Asburry

ms sr

2-1125
4-3-71

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Camp Adair Road - 9th St.

WEEK ENDING: Aug. 1, 1970

SECTION PREFIX: 2-1125

HIGHWAY: Pacific West

COUNTY: Benton

NAME OF JOB: Camp Adair Road - 9th St.

KIND OF WORK: Paving

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 7371

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: May 18, 1970

ESTIMATED COMPLETION DATE: Completed July 24, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 66

SPECIFIED COMPLETION DATE: 8/16/70 (End 90 days)

PERCENT OF TIME ELAPSED: 73 %

PROJECT AUTHORIZATION: $ 268,149.42

EXCLUSIVE OF ENGINEERING: $ 246,886.42

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 235,485.65

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN -4.6 %

ENGINEERING AUTHORIZATION: $ 21,262.85

ENGINEERING COST TO DATE: $ 21,367.20

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

DATE PROJECT WAS COMPLETED: July 24, 1970

Semi-Final submitted to Div. Office on July 31, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	Rock Sh'ld. SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		7.2			7.2
MILES PARTIALLY COMPLETED		7.2			7.2
MILES COMPLETED		7.2			7.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)		4,700 ton			23,200 ton
TOTAL QUANTITIES CORRECTED TO DATE		5,132			24,088
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5,132			24,088
AVERAGE DAILY QUANTITIES		0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			0
NUMBER OF SHIFTS PER DAY		0			0
HOURS PER SHIFT		0			0

EQUIPMENT USED DURING THE WEEK:

Project complete.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt'ly. Cl'dy.	No		Contract Work Completed.
MONDAY	Lt. Sh'wrs.	No		
TUESDAY	Pt'ly. Cl'dy.	No		
WEDNESDAY	Clear	No		
THURSDAY	Clear	No		
FRIDAY	Clear	No		
SATURDAY				BEN GIFFORD

Routing
Morgan M
Pease
Decker
Swen
Bond
Glenn
Walker
Litchfield
Boehme
Gallagher
Johnsen
Stein

RECEIVED
AUG 3 1970
CONSTRUCTION
DIVISION

Ca Adair Road - 9th St.

GENERAL. DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Gerald Wimer, Ass't. Regional Eng'r., Howard Johnson, Dist. Eng'r., Bob Christman, Morse Bros. Supt., and myself inspected project and it was accepted as complete. Office crew working on Semi-Final Report.
TUESDAY	Office crew working on Semi-Final Report.
WEDNESDAY	"
THURSDAY	"
FRIDAY	Completed and submitted Semi-Final Report to ~~Rix~~.Regional Office.
SATURDAY	No activity.

REMARKS

Gerald Wimer, Ass't. Regional Eng'r. inspected and accepted project as complete on Monday A.M.. Said it was a good appearing and riding job.

Semi-Final report completed and submitted to Regional Office on Friday this week.

This is the final weekly report for this project.

SIGNED Ross M. Harris LOCATION Salem

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 19 1970

FOR FILING

2-1125

7371

May 19, 1970

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7371 for paving the Camp Adair Road-9th Street Section of Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

Enclosure

cc: General Insurance Company of America
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Ross Harris

RECEIVED
MAY 4 - 1970
FOR FILING
2-1125

7371

May 4, 1970

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7371 in the amount of $233,255 on the Camp Adair Road-9th Street Section of the Pacific Highway West in Benton County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Ross Harris
Wm. Geibel (SAIF)

9-1128 Sugar Pine Butte Rd.-Fremont Hwy. 1
Jct. Section, The Dalles-Calif. Hwy.
#7372 S. of Bend. (Paving)

RECEIVED
JAN 19 1971

9-1128

7372

January 18, 1971

Fidelity & Deposit Company
Portland Branch Office
900 Failing Building
Portland, Oregon 97204

Gentlemen:

On January 15, 1971, we wrote to you concerning release of final payment on Contract No. 7372 awarded to Bend Aggregate and Paving Company and H. J. Curl, Jr., for paving on the Sugar Pine Butte Road-Fremont Highway Junction Section of The Dalles-California Highway in Deschutes County.

Final payment on this contract is $22,909.25 and the total contract amount is $459,308.09, including $8,407.82 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Bend Aggregate and Paving Company
and H. J. Curl, Jr.
Route 2, Box 435
Bend, Oregon 97701

Fidelity & Deposit Co. of Maryland
Baltimore,
Maryland

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
JAN 15 1971
FOR FILING

9-1128
7372

January 12, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 25, 1970 on Contract No. 7372. The contract was with Bend Aggregate and Paving Company and H. J. Curl, Jr., and was for paving on the Sugar Pine Butte Road-Fremont Highway Junction Section of The Dalles-California Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

9-1128
7372

FORM C-1 (REV 10-60)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sugar Pine Butte Road - Fremont Highway Junction

WEEK ENDING: Dec. 12, 1970

SECTION PREFIX: 9-1128

HIGHWAY: The Dalles - California

COUNTY: Deschutes

NAME OF JOB: Sugar Pine Bu Rd - Fremont H'way Jct

KIND OF WORK: Paving

CONTRACTOR: Bend Aggr & Paving Co. & H. J. Curl, Jr.

CONTRACT NUMBER: 7372

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: May 23, 1970

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 138

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 92

PROJECT AUTHORIZATION: $ 525,714.97

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 484,028.32

ENGINEERING AUTHORIZATION: $ 41,686.65

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 486,671.00

ENGINEERING COST TO DATE: $ 23,474.00
This Week 230.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 56 %

DATE PROJECT WAS COMPLETED: Nov. 25, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					12.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED					12.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)					59,950
TOTAL QUANTITIES CORRECTED TO DATE					60,147
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					60,147
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate was submitted to Region 4 Office on Dec. 9, 1970

* * * * * FINAL REPORT * * * * *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUN 1 - 1970
FOR FILE
9-1128
7372

May 28, 1970

Bend Aggregate & Paving Co.
and H. J. Curl, Jr.
Route 2, Box 435
Bend, Oregon 97701

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7372 for paving the Sugar Pine Butte Road-Fremont Highway Junction Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure
cc
Fidelity and Deposit Co. of Maryland
900 Failing Bldg.
Portland, Oregon 97204

Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

Frank Morgan
D. J. Barbee
Ivan Merchant
J. F. Putnam
R. H. Clark

fkn

MAY 4 - 1970

FOR FILING

9-1128
7372

May 4, 1970

Bend Aggregate and Paving Company
and H. J. Curl, Jr.
Route 2, Box 435
Bend, Oregon 97701

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7372 in the amount of $458,185 on the Sugar Pine Butte Road-Fremont Highway Junction Section of The Dalles-California Highway in Deschutes County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

bc Frank Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
R. H. Clark
Wm. Geibel (SAIF)

110-1145 Winston-S. Dillard Section, 1970
of Dillard Hwy., S. of Roseburg
#7373 (Paving)

RECEIVED
SEP 11 1970
FOR FILING

110-1145
7373

September 11, 1970

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Bldg.
Portland, Oregon 97204

Gentlemen:

On August 27, 1970, we wrote to you concerning release of final payment on Contract No. 7373 awarded to Roseburg Paving, Inc., for paving on the Winston-South Dillard Bridge Section of the Dillard Highway in Douglas County.

Final payment on this contract is $5,515.05 and the total contract amount is $106,299.27, including $2,352.78 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

bc Frank Morgan
Ivan Merchant
C. T. Keasey
V. E. Skoog
Attn: John Herr

RECEIVED
AUG 27 1970
FOR FILING

110-1145

7373

August 26, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 20, 1970, on Contract No. 7373. The contract was with Roseburg Paving, Inc., and was for paving on the Winston-South Dillard Bridge Section on the Dillard Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 26, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Kessey

ms sr

110-1145
7373

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Winston - South Dillard Bridge
WEEK ENDING: August 7, 1970
SECTION PREFIX: 110 - 1145
HIGHWAY: Dillard
COUNTY: Douglas
NAME OF JOB: Winston - South Dillard Bridge
KIND OF WORK: Paving
CONTRACTOR: Roseburg Paving, Inc.
CONTRACT NUMBER: 7373
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970
DATE WORK STARTED: May 25, 1970
ESTIMATED COMPLETION DATE: Completed July 20, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS
SPECIFIED work CALENDAR DAYS 100
WORK DAYS USED
work CALENDAR DAYS USED 63
SPECIFIED COMPLETION DATE: September 3, 1970
PERCENT OF TIME ELAPSED: 63
PROJECT AUTHORIZATION: $125,309.67
EXCLUSIVE OF ENGINEERING: $115,373.22
ENGINEERING AUTHORIZATION: $9,936.45
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $109,604.56
ENGINEERING COST TO DATE: $10,723.80
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT XXXXXX UNDERRUN: 5 %
PERCENT OF AUTHORIZATION: 108 %
DATE PROJECT WAS COMPLETED: July 20, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
				100	100		

	XXXXXX Crushing	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.81	4.81			4.81
MILES PARTIALLY COMPLETED	0	0			4.81
MILES COMPLETED	0	0			4.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,120	100			13,985
TOTAL QUANTITIES CORRECTED TO DATE	13,120	100			13,985
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,120	0			13,985
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Completed				
NUMBER OF SHIFTS PER DAY	None				
HOURS PER SHIFT	None				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				None, Project completed July 20, 1970.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED
AUG 1[illegible] 1970
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the last Weekly Report.
The Semi - Final Estimated will be submitted today, August 21, 1970.

SIGNED LOCATION Roseburg, Oregon
Alfred W. Bates, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 2[illegible] 1970
FOR FILE

110-1145

7373

May 21, 1970

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7373 for paving on the Winston-South Dillard Bridge Section of the Dillard Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gr
Enclosure

cc: Fidelity & Deposit Co. of Md., Portland and Baltimore
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
A. W. Bates

RECEIVED
MAY 4 - 1970
FOR FILING

110-1145
7373

May 4, 1970

Roseburg Paving, Inc.
P. O. Box 1034
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7373 in the amount of $109,205 on the Winston-S. Dillard Section of the Dillard Highway in Douglas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
A. W. Bates
Wm. Geibel (SAIF)

18-1144 Kirk Rd.-Collier State Park 1970
Section, of The Dalles-Calif.
#7374 Hwy., N. of Kla. Falls (Paving)

RECEIVED
OCT 12 1970
FOR FILING

18-1144

7374

October 9, 1970

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On October 6, 1970, we wrote to you concerning release of final payment of Contract No. 7374 awarded to Asphalt Paving Company for paving in Kirk Road-Collier State Park of The Dalles-California Highway in Klamath County.

Final payment on this contract is $11,737.50 and the total contract amount is $244,413.21, including $5,280.05 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

hl

cc Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Seaboard Surety Company
100 William Street
New York, New York 10038

bc J. P. Putnam
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr

RECEIVED
OCT 5 - 1970
FOR FILING

18-1144
7374

October 5, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1970 on Contract No. 7374. The contract was with Asphalt Paving Co. and was for paving on the Kirk Road-Collier State Park Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 5, 1970, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-1144
7374

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Kirk Road-Collier State Park

WEEK ENDING: Sept 19, 1970

SECTION PREFIX: 18-1144

HIGHWAY: The Dalles-California

COUNTY: Klamath

NAME OF JOB: Kirk Road-Collier State Park

KIND OF WORK: Paving

CONTRACTOR: Asphalt Paving Co.

CONTRACT NUMBER: 7374

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: May 11, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

~~SPECIFIED WORK DAYS~~ Calendar 130

WORK DAYS USED: 87

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 67

PROJECT AUTHORIZATION: $269,278.75

EXCLUSIVE OF ENGINEERING: $247,926.25

ENGINEERING AUTHORIZATION: $21,352.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $246,413.21

ENGINEERING COST TO DATE: $22,375.62

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 105 %

DATE PROJECT WAS COMPLETED: August 14, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					8.29
MILES PARTIALLY COMPLETED					
MILES COMPLETED					8.29
TOTAL ESTIMATED QUANTITIES (CONTRACT)					25,000 T
TOTAL QUANTITIES CORRECTED TO DATE					25,537 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					25,537 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Mo
Decker
Bond
Walker
Boehme
Johnsen E
Stein

RECEIVED
SEP 21 1970
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	Completed and submitted Semi-Final Estimate to Regional Office.
SATURDAY	

REMARKS

FINAL WEEKLY REPORT ON THIS PROJECT.

SIGNED H. H. Robertson LOCATION Bend Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name KIRK ROAD-COLLIER STATE PARK Contract No. 7374

Highway The Dalles-California Prefix No. 18-1144

County Klamath F. A. No. State

Final inspection made on 8-24-70 (date) by J. F. Putnam

in company with ----

CHECK LIST

Date		Date	
14th	Construction signs removed.	Not closed	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	Semi-final	Division materials certification submitted.
14th	Contractor removed equipment from project.		
14th	Roadside cleanup completed.		

NOTED
A. E. JOHNSON

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

The ride quality and general quality of workmanship on this project left much to be desired. A thorough check with prolifograph and 10' straight edge was made and all areas not meeting specifications were corrected. The present specifications for checking AC pavement are very poor in that they do not give us a good ride. As the job meets specifications, it had to be accepted.

All contract work on this project has been completed and recommendation is made for acceptance on August 24, 1970 (date). The semi-final estimate will be submitted about Sept. 10, 1970 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
BRIDGE ENGINEER

MAINTENANCE ENGINEER
RECEIVED
AUG 26 1970
☑ ME ☐ AHE ☐ APE ☐ OE ☐ AO
☐ BS ☑ ABS ☐ AA ☐ FILE ☐ TA

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

J. F. Putnam (signed) Regional Engineer (title)

RECEIVED
MAY 19 1970

FOR FILING

18-1144

7374

May 19, 1970

Asphalt Paving Co.
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7374 for paving on the Kirk Road-Collier State Park Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: Seaboard Surety Company, San Francisco and New York
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
E. J. Dunn

RECEIVED
MAY 4 - 1970
FOR FILM

18-1144

7374

May 4, 1970

Asphalt Paving Co.
P. O. Box 938
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7374 in the amount of $234,750 on the Kirk Road-Collier State Park Section of The Dalles-California Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc F. D. Morgan
D. J. Barbee
I. D. Merchant
Parks Div.
J. F. Putnam
E. J. Dunn
Wm. Geibel (SAIF)

4-3735 Fort Stevens State Park access 1970
road, W. of Astoria.
#7375 (Grading & paving)

RECEIVED
FEB 10 1971
FOR FILING

4-3735
7375

February 10, 1971

United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

Gentlemen:

On February 2, 1971, we wrote to you concerning release of final payment on Contract No. 7375 awarded to Construction West, LTD., for work in Fort Stevens State Park in Clatsop County.

Final payment on this contract is $4,670.19 and the total contract amount is $303,264.34, including $350.95 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Construction West, LTD.
P. O. Box 308
Astoria, Oregon 97103

bc Frank Morgan
Ivan Merchant
R. D. Asburry
V. E. Skoog
Attn: John Herr

RECEIVED
FEB 2 - 1971
FOR FILES

4-3735

7375

January 29, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1970 on Contract No. 7375. The contract was with Construction West, LTD., and was for grading and paving on the Fort Stevens State Park Section in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 29, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has you approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

RECEIVED
DEC 28 1970
FOR FILING

4-3735
7375

December 1, 1970

Construction West, Ltd.
P. O. Box 308
Astoria, Oregon 97103

Gentlemen:

The Oregon State Highway Commission at its meeting on November 24, 1970, granted your request for an extension of time to November 4, 1970, without assessment of liquidated damages, on Contract No. 7375 for work in Fort Stevens State Park in Clatsop County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc LarsonWeber
F. D. Morgan
V. E. Skoog
R. D. Asburry

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1970

SUBJECT: Fort Stevens State Park Section
Contract No. 7375
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Construction West, LTD. requests a 35-day extension of the contract time on the subject project because of late added work. This was a roadway and parking area improvement project which included a total of 3.88 miles of roadway oiling and paving plus some parking areas.

The project was contracted May 1, 1970 with a specified completion date of September 30, 1970. All the regular contract work was completed by September 26. At a late date, it was decided to add 14,000 feet of extruded concrete curbs.

Because of interference from poor fall weather and delays in scheduling the added curb work, it was not all completed until November 4, so the requested extension would establish a new completion date of November 4, 1970 and would delete all 35 days liquidated damages that accrued at the rate of $100 per day. This extension is clearly justified and is recommended by both the Resident and Regional Engineer. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
NOV 20 1970

4-3735
7375

November 19, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 7
November 24, 1970 meeting

Gentlemen:

Construction West Ltd., contractor on the Fort Stevens State Park road and parking area improvement project in Clatsop County, Contract No. 7375, requests 35 days extension of the contract time. This would establish a new completion date of November 4, 1970.

The contract requires that all work be completed by September 30 and all of the regular contract work was actually completed prior to that date. At a late stage of the project, it was decided to add some 14,000 feet of extruded curb at several locations on the parking areas. It was this late added work which was performed after the specified completion date causing the 35-day overrun in time.

I recommend that the time be extended to November 4 accordingly which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7375 Contractor Construction West Ltd.

Highway

Section Fort Stevens State Park

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 35 day extension to a new date of November 4, 1970 because of late added work, mainly extruded curbs.

Recommended for Approval:

Division Engineer

for
Construction Engineer or Bridge Engineer

R E Johnson
Assistant State Highway Engineer

State Printing [illegible]

Contract No. 7375

Project designation State
State-Federal

Date awarded May 1, 1970

Work started May 11, 1970

Per cent completed 100% Nov. 4, 1970
Date

Specified Completion Date
~~No. of Workdays Allowed~~ 9/30/70

Date Completed
~~No. of Workdays Used~~ 11/4/70

Extension of completion
~~No. of Additional Workdays~~ Requested to 11/4/70

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Nov 9, 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the time from Sept. 30, '70 to Nov. 4, '70 within which to complete our Contract No. 7375, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Following Sept. 30, 1970, it was decided to add shoulder rock, paving strips and concrete curbs after we moved out.

We had a problem of scheduling curb work as curb man was busy and rainy weather hit.

Respectfully submitted,

Construction West Ltd.
Contractor

By

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

4-3735
7375

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fort Stevens State Park

WEEK ENDING: November 14, 1970

SECTION PREFIX: 4-3735

HIGHWAY:

COUNTY: Clatsop

NAME OF JOB: Fort Stevens State Park

KIND OF WORK: Grading and Paving

CONTRACTOR: Construction West Limited

CONTRACT NUMBER: 7375

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: May 11, 1970

ESTIMATED COMPLETION DATE: Nov. 4, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $439,509.45

EXCLUSIVE OF ENGINEERING: $404,658.48

ENGINEERING AUTHORIZATION: $34,950.97

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $383,000.00

Week 0

ENGINEERING COST TO DATE: $32,915

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: UNDERRUN 5 %

PERCENT OF AUTHORIZATION: %

DATE PROJECT WAS COMPLETED: Nov. 4, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.88	3.88		1.65	2.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.88	3.88		1.65	2.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	228,000 yds	53,600 tons		80 tons a sph	6,000 tons
TOTAL QUANTITIES CORRECTED TO DATE	256,570 yds	44,500 tons		81 " "	5,788 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	" "		" " "	" "
AVERAGE DAILY QUANTITIES	None	None		None	None
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done	Done		Done	Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				~~Semi-Final~~ sent in today
TUESDAY				RECEIVED
WEDNESDAY				NOV 1[illegible] 1970
THURSDAY				CONSTRUCTION DIVISION
FRIDAY				
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
11-9 MONDAY	Project Finished Semi-Final estimate submitted today
11-10 TUESDAY	
11-11 WEDNESDAY	
11-12 THURSDAY	
11-13 FRIDAY	
SATURDAY	

REMARKS

As semi-final has been submitted this is the last weekly report to be submitted.

SIGNED Loren Webb LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 19 1970

FLAT FILE
4-3735
7375

May 19, 1970

Construction West, LTD.
P. O. Box 388
Astoria, Oregon 97103

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7375 for grading and paving in the Fort Stevens State Park in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: United Pacific Insurance Co., Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
L. W. Rulien
Loren Weber
Dave Talbot

MAY 5 - 1970
FOR...

4-3735

7375

May 4, 1970

Construction West, Ltd.
P. O. Box 388
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7375 in the amount of $387,033 in the Fort Stevens State Park in Clatsop County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
D. J. Barbee
L. D. Merchant
William Geibel (SAIF)
L. W. Rulien
Loren Weber
David Talbot

RECEIVED
APR 30 1970

FOR FILING

4-3735
7375

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1970

To: MEMO TO THE FILE

SUBJECT: Highway Commission
April 8, 1970
Park Items

The Highway Commission issued several directives to the writer during the April 8, 1970 tour of the coast from Astoria to Newport.

1. Tierra Del Mar - Establish the access parking as far north toward Sand Lake estuary as practicable.
2. Proposed parking at Chapman Beach - Enlarge the proposed taking to double or more if practical.
3. Contact Clatsop County Comission with a proposal to leave the entire Fort Stevens open to traffic until accesses are constructed. Be certain to point out that accesses north of Peter Iredale are programmed and that the "open" rule would be only temporary.

   Improve Delaura Beach Road and Sunset Beach Road as needed and do so at once.
4. Expedite the acquisition of beach access properties. Program above the available budget and if the takings materialize swiftly enough to endanger the budget balance, notify the Chairman several weeks in advance of its probable depletion.
5. If construction in F.Y. 1970 is running far enough behind schedule to permit diverting funds into acquisition, and if William Walsh is offering the northerly piece of the Sunset Bay property at a reasonable figure, propose to acquire it in this F.Y.
6. Obtain access in the Surf Pines area.

7. The Commission discussed the four points listed numerically in ORS 390.630 as amended in Chapter 601, Oregon Laws 1969, as these points apply to the proposed taking from Gladys Pierce at Hawk Creek in Neskowin. The Commission approved a Resolution declaring the taking to be a necessity.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
D. G. Talbot

RECEIVED
MAR 25 1970
FOR FILING

4-3735
7375

March 10, 1970

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

The Governor's Executive Order 01-070-07 would appear to ban any planning or other work such as roads, parks, beach accesses, et cetera, on the Oregon Coast. A copy of the Order is attached.

I assume that this does not apply to park work now under way on the Coast; however, it may be that you would wish to clear this with the Executive Department.

In addition to the above, we have several projects which I believe come under the Governor's Order as follows:

1. Del Ray Beach Access Road

   This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

   The project would "exceed simple modification of an existing facility."

   Clatsop County has affirmed by letter that right-of-way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving

   This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limits of the city of Newport.

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing rest-room facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park

A rest room facility which would provide an area for changing clothes is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

We need instructions re these projects.

We are also planning, and in some instances attempting, to acquire properties for beach access in conformance with the instructions that the Commission issued some time ago. Several of these are more or less active at the moment, such as Tierra Del Mar and Roads End. Several others are in the active planning stage. I would appreciate your instruction re this program.

Very truly yours,

CC R. L. Porter
Lloyd P. Shaw

Forrest Cooper
State Highway Engineer

FC:fn
Attach

FORM E-33 50M 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1970

To: Mr. Forrest Cooper
State Highway Engineer

SUBJECT: "...stop planning for or implementing any project that would modify the natural environment of the coast."

Action must be taken at once if we are to halt further progress on the following projects in line with Executive Order No. 01-070-07:

1. Del Rey Beach Access Road -

This project results from an agreement with Clatsop County providing that County-owned lands be transferred to the State in return for construction of the 0.6-mile road.

The project would "exceed simple modification of an existing facility".

Clatsop County has affirmed by letter that right of way for the road is in possession of the County. The Highway Commission has approved the agreement and the project is scheduled for bids March 19.

2. Fort Stevens State Park, road grading and paving -

This project would provide a two-lane, hard-surface road from Battery Russell to the sand spit north of South Jetty, Columbia River.

It is located in back of the foredune but would "modify the natural environment" in more than a "simple" degree.

The project is scheduled for bids April 23.

3. Agate Beach State Park, grading -

This project provides for filling a low-lying piece of ground between old and new Highways 101 at the north limit of the City of Newport.

3. Agate Beach State Park, grading - (Contd.)

The grading is scheduled for bids April 23.

It will "modify" the low-lying land and create a dry area for parking and rest rooms. This is probably not "simple".

A building for changing from street clothes to beach wear and also providing toilet facilities is scheduled for bids June 4 at this location.

4. Tolovana State Park -

A toilet building which would provide clothes-changing facilities is scheduled for bids June 4.

This would complete an access facility which is now graded and paved. Possibly this may qualify as "simple modification".

5. D River State Park -

A bathhouse which would make the present parking facility more usable is scheduled for bids June 4.

This may be a "simple modification".

Please advise me of the action you wish taken in regard to the above five projects.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

13-8324 Juntura Rock Production Proj. 1970
on Central Oregon Highway,
#7377 E. of Burns

RECEIVED
NOV 10 1970

FOR FILING

13-8324
7377

November 9, 1970

General Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington

Gentlemen:

On November 6, 1970, we wrote to you concerning release of final payment on Contract No. 7377 awarded to E. A. Teale Construction Company for work on the Juntura Section of the Central Oregon Highway in Harney County.

Final payment on this contract is $2,300 and the total contract amount is $49,280.92. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc E. A. Teale Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
NOV 6 - 1970

13-8324

7377

November 5, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 4, 1970 on Contract No. 7377. The contract was with N. A. Toole Construction Company and was for rock production on the Juntura Section of the Central Oregon Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 5, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

JK:fw

13-8324
7377

FORM E-1 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Juntura

WEEK ENDING: August 22, 1970

SECTION PREFIX: 13-8324

HIGHWAY: Central Oregon

COUNTY: Harney

NAME OF JOB: Juntura Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: N. A. Toole Construction Co.

CONTRACT NUMBER: 7377

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: May 15, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 52,748.50

SPECIFIED COMPLETION DATE: October 15, 1970

PERCENT OF TIME ELAPSED: 59

EXCLUSIVE OF ENGINEERING: $ 48,174.50

ENGINEERING AUTHORIZATION: $ 4,610.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 49,220.92

ENGINEERING COST TO DATE: $ 3,125.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT. X OVERRUN 2.1 %

PERCENT OF AUTHORIZATION: 68 %

DATE PROJECT WAS COMPLETED: August 4, 1970

Semi-final submitted August 19, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			8,000		
TOTAL QUANTITIES CORRECTED TO DATE			8,560		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			8,560		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 21 1970
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final was submitted on August 19, 1970.

This is the final field engineer's weekly report for this project.

Form E-233, third notification has not been submitted as yet since the contractor has not completed the removal of equipment from the project site.

SIGNED D. W. Greene, Res. Engr. LOCATION Burns, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 22 1970

13-8324
7377

May 22, 1970

N. A. Toole Construction Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7377 for the Juntura Rock Production Project on the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gw
Enclosure

cc: General Insurance Co. of America, Seattle and Portland
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
P. F. Burnett

RECEIVED
MAY 5 - 1970
FOR FILING

13-8324
7377

May 4, 1970

N. A. Toole Construction
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7377 in the amount of $46,000 for the Juntura Rock Production Project on the Central Oregon Highway in Harney County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
H. S. Coulter
P. F. Burnett

15-8329 Union Creek Rock Production 1970
Project, on Crater Lake Hwy.,
#7378 N. of Medford.

RECEIVED
SEP 21 1970
FOR FILING

15-8329

7374

September 21, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 4, 1970, we wrote to you concerning release of final payment on Contract No. 7378 awarded to M. C. Lininger and Sons, Inc., for rock production on the Union Creek Section of the Crater Lake Highway in Jackson County.

Final payment on this contract is $1,755 and the total contract amount is $36,868.25 and no work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Frank Morgan
Ivan Merchant
C. T. Keasey
V. E. Skoog
Attn: John Kerr

RECEIVED
SEP 1 - 1970
FOR FILING

15-8329
7378

August 31, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 5, 1970 on Contract No. 7378. The contract was with M. C. Lininger & Sons, Inc. and was for rock production on the Union Creek Section on the Crater Lake Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1970 and that you concur in this procedure at the Commission meeting on September 29, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

MC

15-8329
7378

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Union Creek

WEEK ENDING: August 8, 1970

SECTION PREFIX: 15-8329

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: Union Creek

KIND OF WORK: rock production

CONTRACTOR: M. C. Lininger & Sons, Inc.

CONTRACT NUMBER: 7378

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: July 1, 1970

ESTIMATED COMPLETION DATE: July 31, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: July 31, 1970

PERCENT OF TIME ELAPSED: 105

PROJECT AUTHORIZATION: $40, 418.50

EXCLUSIVE OF ENGINEERING: $36,888.50

ENGINEERING AUTHORIZATION: $3,530.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $36,888.50

ENGINEERING COST TO DATE: $1,365.10

PERCEN. OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 38 %

DATE PROJECT WAS COMPLETED: August 5, 1970

semi final estimate will be submitted about Aug. 14, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			6,000		
TOTAL QUANTITIES CORRECTED TO DATE			6,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,000		
AVERAGE DAILY QUANTITIES			500		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			10		

EQUIPMENT USED DURING THE WEEK:

Two bulldozers, 1 loader, 1 crusher, 1 shovel, 6 trucks, 1 water wagon.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair & Hot			
MONDAY	Fair & Hot			
TUESDAY	Fair & Hot			
WEDNESDAY	Fair & Hot			
THURSDAY	Fair & HOt			
FRIDAY	Fair & Hot			
SATURDAY	Fair & Hot			

RECEIVED
A[illegible] 1[illegible] 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	All tests were suitable. (1/4 - 0 and 1/2 - 1/4). Stockpiles on the south end were checked for elevation and were found to be 2 to 4 lengths too high. The stockpile builder had been instructed by his supervisors to build them 2 to 3 lengths higher than staked, to allow for settling. 220 cu. yds. of 1/4 - 0 and 200 cu. yds. of 1/2 - 1/4 were produced.in nine hrs. operating time.
TUESDAY	Produced 210 cu. yds. of 1/4 - 0 and 185 cu. yds. of 1/2 - 1/4 in operation. The tests showed to be suitable.
WEDNESDAY	Test of 1/4 - 0 was suitable. The 1/4 - 0 stockpile was checked for height and looked real close. 230 cu. yds. of 1/4 - 0 were produced.
THURSDAY	complete
FRIDAY	complete
SATURDAY	No work

REMARKS

Crusher completed on Wed. Piles were completed same day.

Will submit semi-final estimate next week. This is final weekly report on this job.

By:

SIGNED B. E. Brown Res. Engr. LOCATION Medford, Oregon.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 19 1970

15-8329
7378

May 19, 1970

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7378 for rock production on the Union Creek Section of the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

Enclosure

cc: United Pacific Insurance Co., Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
B. E. Brown

RECEIVED
MAY 5 - 1970
FOR FILING

15-8329
7378

May 4, 1970

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7378 in the amount of $35,100 for the Union Creek Rock Production Project on the Crater Lake Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
C. T. Keasey
B. E. Brown

20-8323 Santiam Jct. Rock Production 1970
Project, on Santiam, N. Santiam,
#7379 McKenzie & Clear Lake Highways

RECEIVED
NOV 2 - 1970

20-8323
7379

October 30, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7379 awarded to North Santiam Sand and Gravel, Inc., for work on the Santiam Junction Section of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties was completed September 15, 1970, and accepted by the Highway Commission on October 28, 1970.

Final payment in the amount of $6,040 will be released to the contractor after November 6, 1970. The total contract amount is $123,265.78 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc North Santiam Sand and Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
OCT 29 1970

FOR FILE

26-8523
7379

October 28, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 15, 1970 on Contract No. 7379. The contract was with North Santiam Sand and Gravel Company and was for rock production on the Santiam Junction Section of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 28, 1970, and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

20-8323
7379

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Santiam Junction

WEEK ENDING: Oct. 10, 1970

SECTION PREFIX: 20-8323

HIGHWAY: N. Santiam, Santiam Clear Lake, & McKenzie

COUNTY: Lane, Linn & Marion

NAME OF JOB: Santiam Junction

KIND OF WORK: Rock Production

CONTRACTOR: N. Santiam Sand & Gravel, Inc.

CONTRACT NUMBER: 7379

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: July 14, 1970

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: Oct. 15, 1970

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 137,789.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 126,863.00

ENGINEERING AUTHORIZATION: $ 10,926.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 123,615.78

ENGINEERING COST TO DATE: $ 5,325.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.5%

PERCENT OF AUTHORIZATION: 49 %

DATE PROJECT WAS COMPLETED: 9/15/70 SF Est 10/9/70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			40,000		
TOTAL QUANTITIES CORRECTED TO DATE			40,040		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			40,040		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Complete		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD
Routing
Morgan
Decker
Bond
Johnson

RECEIVED
OCT 12 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Regional Office 10/9/70

* * * * * F I N A L R E P O R T * * *

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
MAY 25 1970
FOR FILING

20-8323

1-71

May 25, 1970

North Santiam Sand & Gravel, Inc.
P. O. Box "A"
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7379 for the Santiam Junction Rock Production Project on the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cw

Enclosure

cc: United Pacific Insurance Co., Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
C. T. Keasey
R. H. Clark

RECEIVED
MAY 5 - 1970
FOR FILING

20-8323
7379

May 4, 1970

North Santiam Sand & Gravel, Inc.
P. O. Box 32
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7379 in the amount of $120,800 for the Santiam Junction Rock Production Project on the Santiam, North Santiam, McKenzie and Clear Lake Highways in Linn, Lane and Marion Counties.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
William Geibel (SAIF)
I. D. Merchant
R. D. Asburry
C. T. Keasey
R. H. Clark

13-8323 Burns Jct. Rock Production Proj.1970
on the I.O.N. and Steens Hwys.,
#7380 W. of Jordan Valley

RECEIVED
OCT 21 1970
FOR FILING

13-8323
7340

October 21, 1970

General Insurance Co. of America
4347 Brooklyn Avenue, N. E.
Seattle, Washington

Gentlemen:

On October 16, 1970, we wrote to you concerning release of final payment on Contract No. 7340 awarded to H. A. Toole Construction Company for work on the Burns Junction Section of the I.O.N. and Steens Highways in Malheur and Harney Counties.

Final payment on this contract is $22,302 and the total contract amount is $51,294.30. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc H. A. Toole Construction Co.
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

bc Frank Morgan
Ivan Merchant
H. S. Coulter
V. E. Shoog
Attn: John Herr

RECEIVED
OCT 16 1970

13-8323
7380

October 16, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 23, 1970 on Contract No. 7380. The contract was with N. A. Toole Construction Company and was for rock production on the Burns Junction Section of the I.O.N. and Steens Highways in Malheur and Harney Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 16, 1970 and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Floyd Query
Tom Edwards
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

13-8323
7380

FORM E-1 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burns Junction

WEEK ENDING: October 3, 1970

SECTION PREFIX: 13-8323

HIGHWAY: I.O.N. & Steens

COUNTY: Malheur & Harney

NAME OF JOB: Burns Junction Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: N. A. Tooke Construction Co.

CONTRACT NUMBER: 7380

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: August 6, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1970

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $ 58,853.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 53,713.00

ENGINEERING AUTHORIZATION: $ 5,140.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,394.50

ENGINEERING COST TO DATE: $ 2,700.00

DATE PROJECT WAS COMPLETED: September 23, 1970

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.3 %

PERCENT OF AUTHORIZATION: 52.5 %

Semi-final submitted October 2, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			11,400		
TOTAL QUANTITIES CORRECTED TO DATE			11,421		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,421		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 5 1970
CONSTRUCTION
DIVISION

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Peaso
Swan
Glenn
Litchfield
Gallagher
Stein

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Moving out equipment and cleaning up.
TUESDAY	Moving out equipment and cleaning up.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Third notification submitted 9-29-70.

This is the last weekly report to be submitted. Semi-final to be submitted October 5, 1970.

SIGNED D. W. Greene, Res. Engr. LOCATION Burns, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 22 1970

FOR FILING

13-8323
7340

May 22, 1970

N. A. Toole Construction Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7380 for the Burns Junction Rock Production Project on the I.O.N. and Steens Highways in Malheur and Harney Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: General Insurance Co. of America, Seattle and Portland
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
L. C. Johnson

RECEIVED
MAY 5 - 1970

FOR FILING

13-8323
7380

May 4, 1970

N. A. Toole Construction
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7380 in the amount of $51,300 for the Burns Junction Rock Production Project on the I.O.N. and Steens Highways in Malheur and Harney Counties.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
H. S. Coulter
L. C. Johnson

28-8310 Grass Valley Rock Production 1970
Proj., Sherman Highway, S. of
#7381 Biggs Jct.

RECEIVED
DEC 29 1970
FOR FILING

28 - 8310
1371

December 29, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 21, 1970, we wrote to you concerning release of final payment on Contract No. 7381 awarded to W. R. Sutherland for work on the Grass Valley Section of the Sherman Highway in Sherman County.

Final payment on this contract is $2,325 and the total contract amount is $43,024.37. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc W. R. Sutherland
2020 E. Bellar Road
Spokane, Washington 99206

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putman

RECEIVED
DEC 21 1970
FOR FILING

28 - 8310
7381

December 17, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1970 on Contract No. 7381. The contract was with W. R. Sutherland and was for rock production on the Grass Valley Section of the Sherman Highway in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

28-8310
7381

FORM E-1 (REV. 10-60)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Grass Valley
WEEK ENDING: December 12, 1970
SECTION PREFIX: 28-8310
HIGHWAY: Sherman
COUNTY: Sherman
NAME OF JOB: Grass Valley Rock Production
KIND OF WORK: Rock Production
CONTRACTOR: W. R. Sutherland
CONTRACT NUMBER: 7381
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970
DATE WORK STARTED: May 22, 1970
ESTIMATED COMPLETION DATE: November 4, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: -
WORK DAYS USED: -
SPECIFIED CALENDAR DAYS: -
CALENDAR DAYS USED: -
SPECIFIED COMPLETION DATE: July 31, 1970
PERCENT OF TIME ELAPSED: 116
PROJECT AUTHORIZATION: $ 53,482.95
EXCLUSIVE OF ENGINEERING: $ 48,811.95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43,256.64
ENGINEERING AUTHORIZATION: $ 4,671.00
This week 255.06
ENGINEERING COST TO DATE: $ 4,506.24
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 96.5 %
DATE PROJECT WAS COMPLETED: November 4, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 c.y.		
TOTAL QUANTITIES CORRECTED TO DATE			9,992 c.y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,992 c.y.		
AVERAGE DAILY QUANTITIES			0 c.y.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project completed		0 c.y.		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	-	0	
MONDAY	Cloudy	-	0	
TUESDAY	Cloudy	-	0	RECEIVED
WEDNESDAY	Cloudy	-	0	1 . 1970
THURSDAY	Rain	-	0	
FRIDAY	Ptly. Cloudy	-	0	
SATURDAY		-	0	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No a ctivity. . .
SATURDAY	No activity.

REMARKS

Work pefformed in office this week checking notes and compiling supporting data for Semi-final estimate.

Semi-final estimate submitted to Region Office Friday of this week.

FINAL REPORT

SIGNED W. Reed Merritt LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

C

RECEIVED
SEP 28 1970

FOR FILING

28-8310

1381

#7

August 25, 1970

Mr. W. R. Sutherland
2020 N. Dollar Road
Spokane, Washington 99206

Dear Mr. Sutherland:

The State Highway Commission at its meeting on August 18 granted your request for an extension of time to September 15, 1970, on Contract No. 7381 for the Grass Valley Rock Production Project on the Sherman Highway in Sherman County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkn

cc F. D. Morgan
V. E. Skoog
J. F. Putnam
Reid Meritt

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1970

SUBJECT: Grass Valley Rock Production
Contract No. 7381
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

W. R. Sutherland requests a six-week extension (from the July 31 specified completion date to September 15, 1970) because he is trying out "several new types of crushers" in the production of the 3/8"-0 sanding material.

This project covers the stockpiling of 10,000 cubic yards made up of four different sizes. The oil rock has been produced, but the 6,500 yards of sanding rock has not. Specifications require that it be manufactured by either impact or attrition methods. This requirement is somewhat new in our sanding material production. We find there is some validity to the contractor's statement requesting extension. He has tried one model of crusher and discontinued it. We understand he intends to try two more, one of which is to be imported from California. There is some small benefit to the State in having the opportunity to learn more about the availability of this type crushing equipment and its performance. The State has no immediate need for this sanding material and we also note that the engineering costs to date on this project are in line with the work accomplished so far.

We therefore recommend the extension as requested to September 15, 1970. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
AUG 7 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
AUG 1[illegible] 1970

FOR FILING

57-8310
7381

August 11, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 7
August 18, 1970 meeting

Gentlemen:

W. R. Sutherland, contractor on the Grass Valley Rock Production project on the Sherman Highway in Sherman County, Contract No. 7381, has requested a six-week extension of the contract time.

This project covers the stockpiling of four sizes of rock to be used for oiling and for winter sanding by our Maintenance Section. The oiling rock has been produced, but the contractor wants additional time to manufacture the sanding material because he is trying out different types of crushers. The contract specifications require that the sanding material be free from sharp points or slivers and also limit the type of crushing equipment to be used. This is a comparatively new approach to the problem of damaged tires. The contractor has already used one make of crusher and reportedly intends to employ two others. The State will not need this sanding material until winter and it is not anticipated the additional time requested will significantly increase the State's costs. Some benefit may accrue from experience with various equipment.

It is, therefore, recommended that the contract time be extended to September 15, 1970. Liquidated damages would then accrue at the rate of $50 per day.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
R. N. Bothman
J. F. Putnam
JAB:fw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7381 Contractor W. R. Sutherland

Highway Sherman

Section Grass Valley

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to September 15, 1970.

Recommended for Approval:

J F [illegible]
Division Engineer

John A Bond
for
Construction Engineer ~~or Bridge Engineer~~

A E Johnson
~~Assistant~~ State Highway Engineer

Contract No. 7381

Project designation [illegible] State
State-Federal

Date awarded May 1, 1970

Work started May 22, 1970

Per cent completed 40% July 14, 1970
Date

Completion Date ~~No. of Workdays Allowed~~ July 31, 1970

No. of Workdays Used —

Completion Date ~~No. of Added Workdays~~ Requested Sept. 15, 1970

SP*8296-734

B-889 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 21 1970, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 31 ~~days~~ to Sept 15 ~~days~~, within which to complete our Contract No. 7381, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: In accordance with the desire of the State of Oregon to produce sanding material, free of sharp rock and slivers, I hereby request the additional time to try several new types of crushers and determine which will produce the most desireable product.

Availability of these new types of crushers is the reason for the necessity of additional time requested.

Respectfully submitted,

Lyle Sutherland
Contractor

By Owner

CONSENT OF SURETY

Date July 22, 1970

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

G.P. Dinneen Attorney-in-fact

(SEAL)

G.P. Dinneen Resident Agent

RECEIVED
JUN 1 - 1970
FOR
28-9310
7341

May 28, 1970

Mr. W. R. Sutherland
2020 N. Dollar Road
Spokane, Washington 99206

Dear Mr. Sutherland:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7341 for the Grass Valley Rock
Production Project on the Sherman Highway
in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure
cc United Pacific Insurance Co.
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98402

Frank Morgan
D. J. Barbee
Ivan Merchant
J. F. Putnam
J. S. Sawyer

fkn

RECEIVED
MAY 5 - 1970
FOR FILING

28-8310
7381

May 4, 1970

Mr. W. R. Sutherland
2020 N. Dollar Road
Spokane, Washington 99206

Dear Mr. Sutherland:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7381 in the amount of $46,500 for the Grass Valley Rock Production Project on the Sherman Highway in Sherman County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
J. F. Putnam
J. S. Sawyer

330-1728 Umatilla (5th Ave.) Section, 1970
city street
#7382 (Grading & paving)

OVA 3876

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103443

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-22-70	CC 1228		103443 None

City of Umatilla
PO Box 130
Umatilla, Oregon 97882

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attention: A. L. Draper, Mayor

Final Billing: Special City Allotment project on 5th Street. Contract No. 7369. Covered by agreement dated February 6, 1970.

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
City's Advance Deposit As per attached statement			2,353.00
Final Cost		24,281.10	
Agreed State Share		24,281.10	
			None
To be refunded			2,353.00

RECEIVED
COUNTY & CITY SECTION
SEP 23 1970
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received in Amount $..................
By..................

September 18, 1970

Mr. A. L. Draper, Mayor
P. O. Box 130
Umatilla, Oregon 97882

Dear Mayor Draper:

Reference is made to your letter of September 14, 1970 regarding a refund on the 5th Street project. Since the total cost of the project underran the $25,000 limit of the SCA grant, and there were no concrete curbs or like items, your advance deposit will be returned forthwith.

I have been waiting for the final posting of charges before making the final billing, which was submitted today.

Thank you for your letter.

Very truly yours,

H. S. Cox
County and City Engineer

By: Oscar H. Norberg
Oscar H. Norberg
Cities Engineer

OHN:ljt

Dmkb

sca-'70

WASHINGTON
COLUMBIA
UMATILLA
OREGON
IDAHO

City of Umatilla

Hub City For The Columbia River Basin And Pacific Coast

Telephone 922-3444
P. O. Box 130
UMATILLA, OREGON
97882

September 14, 1970

Oregon State Highway Div.
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County & City Engineer

Dear Mr. Cox:

I am wondering if all the bills have now been paid and an accounting made of our Special City Allotment Project of 5th Street, and whether we will be refunded any part of our deposit of $2,353.00 on this project, and if so, when may we expect to receive it.

Your early reply will be appreciated.

Very truly yours,

A. L. Draper

A. L. Draper
Mayor

ALD:id

RECEIVED
COUNTY & CITY
☑ ENGR. ☑
☑ UPE ☑ CE ☐ RE ☐ RPE ☐ ☐ JE

Date 9-18-70

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7382 Prefix 330-1728 Survey Prefix 330-1490

Street 5Th Street

City Umatilla

Payments to Contractor (see attached voucher)	$ 21,307.44
Engineering and Contingencies	2,973.66
Survey: Total $ 1339.00 Prorated Share	-0-
TOTAL	24,281.10
Agreed State Share	24,281.10
Agreed City Share	-0-
City Advance Deposit	2,353.00
Refund due City	2,353.00

4 Copies
2 - Herr
1 - Hatcher
1 - SCA File

Reference: Outside Billing CC 1228

RU

OREGON STATE HIGHWAY DEPARTMENT

Form A-1[illegible]—(7-[illegible])
SP*7294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Umatilla
P.O. Box 130
Umatilla, Oregon 97882
Attention of Mr. A. L. Draper, Mayor

Request No. (assigned by staff engineer or head of division) CC 1728
Date 9-18-70
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Special City A[illegible] project on 5th Street
Contract No. 7380
Covered by Agreement dated Feb. 6, 1970

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
2-Herr 1-Hatcher 1-C-C 1-SCA 5 Copies		City's Advance Deposit		2,353.00
		As per attached Statement		
		Final Cost		24,281.10
		Agreed State Share		24,281.10
		PAYMENT DUE CITY.		2,353.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 2,353.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
330-1490-295 None
330-1728-295 None

Submitted by:

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
JUL 14 1970

FOR FILING

330-1728
7382

July 14, 1970

Fireman's Fund Insurance Co.
921 S.W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Dept.

Gentlemen:

Contract No. 7382 awarded to Percy E. Jellum Contractor, Inc., for grading and paving 5th Avenue in Umatilla in Umatilla County was completed on June 5, 1970, and accepted by the Highway Commission on July 13, 1970.

Final payment in the amount of $1,159.49 will be released to the contractor after July 21, 1970. The total contract amount is $21,307.44 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc Percy E. Jellum Contractor, Inc.
29 S.E. Court Street
Pendleton, Oregon 97801

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
JUL 14 1970
FOR FILING

330-1728

7382

July 13, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed June 3, 1970, on Contract No. 7382. The contract was with Percy E. Jellum Contractor, Inc., and was for grading and paving on the Umatilla (5th Avenue) Section in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 13, 1970, and that you concur in this procedure at the Commission meeting on August 18, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

ms sr

OREGON STATE HIGHWAY DEPARTMENT 07/07/70 **PROGRESS ESTIMAT**

SECTION UMATILLA /5TH AVENU

COUNTY ATILLA

AWARDED 05

HIGHWAY CITY STREET

SPECIFIED COMPLETION A) 40 CWD
B)
C)

EXTENSION

TYPE WORK GRADING AND PAVING

CONTRACTOR PERCY E JELLUM CONTRACTOR INC
PENDLETON 97801

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	50000000	100000	500000	100000	500000
002	COARSE AGGREGATE BASE 11 INCHES THICK	SQ YDS	18000	4010000	721800	3641900	655542
003	3/4IN-0 AGGREGATE BASE 2 INCHES THICK	SQ YDS	5000	4300000	215000	5133800	256690
004	3 IN THICK PA 2						
004	CLASS B AC 3IN THICK PA 2						
004	CLASS B ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	25000	3050000	762500	3050000	762500
	ITEM TOTAL	004		3050000	762500	3050000	762500
005	ASPHALT APPROACHES PA 1	ONLY	2000000	7000	140000	1000	20000
006	ADJUSTING BOXES	ONLY	500000	4000	20000	3000	15000
	TOTALS FOR ORIG. CONTRACT				2359300		2209732
	PRICE AGREEMENTS						
30101	OOC DELETE FIVE ASPHALT APPROACHES BI 5						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 05 04 70 F.A.P

0 CWD

CONTRACT NO 7382

WORK DONE TO:

EXTENSION

APPROVED

PREFIX 330 1728

USED A) 18 CWD
B)
C)

-JELLUM CONTRACTOR INC
N 97801

ESTIMATE NO. 002
FINAL

ESTIMATED DATE OF COMPLETION:

CORRECTED ESTIMATE		PERFORMED TO DATE 06/05/70		TO COMPLETE 06/05/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	500000	100000	500000			9N		
3641900	655542	3641900	655542			9N		
5133800	256690	5133800	256690			9N		
						1P		
3050000	762500			3050000	762500	9N		
3050000	762500			3050000	762500			
1000	20000	1000	20000			9N		
3000	15000	3000	15000			9N		
	2209732		1447232		762500			
						9N		

OREGON STATE HIGHWAY DEPARTMENT 07/01/70 PROGRESS ESTIMA

SECTION UMATILLA /5TH AVENU
COUNTY ATILLA
AWARDED 05
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 40 CWD
B)
C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR PERCY E JELLUM CONTRACTOR INC
PENDLETON 97801

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30201	MOD CL B AC SPEC BI 4	SQ YD	23800			2871900	683512
	FORCE ACCOUNTS						
801	FLAGGING 94001						
	* TOTAL PAY COSTS				2359300		2893244
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EWO 1				20000		
98999	CONTINGENCIES				107068		
99999	ENGINEERING				237930		239256
	GRAND TOTALS				2724298		3132500

----- RESIDENT ENGINEER ---------- DATE D

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

CWD

AWARDED 05 04 70

F.A.P.

CONTRACT NO. 7502

WORK DONE TO:

EXTENSION

APPROVED

PREFIX 330 1728

A) 18 CWD

USED B)

C)

ESTIMATE NO. 002

FINAL

ESTIMATED DATE OF COMPLETION:

ELLUM CONTRACTOR INC

97801

ORRECTED ESTIMATE		PERFORMED TO DATE 06/05/70		TO COMPLETE 06/05/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
2871900	683512	2871900	683512			9N		
						9N		
	2893244		2130744		762500			
						9N		
	239256		9875		229381			
	3132500		2140619		991881			

DATE

DIVISION ENGINEER

330-1728 C
7382

FINAL REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Umatilla (5th. Ave.)
WEEK ENDING: June 20, 1970
SECTION PREFIX: 330-1728
HIGHWAY: City Street
COUNTY: Umatilla
NAME OF JOB: Umatilla (5th. Ave.)
KIND OF WORK: Grading & Paving
CONTRACTOR: Percy E. Jellum Contractor, Inc.
CONTRACT NUMBER: 7382
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 4, 1970
DATE WORK STARTED: May 25, 1970
COMPLETION DATE: June 5, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK M.N: 0 SUPERVISION 0
SPECIFIED WORK DAYS Work SPECIFIED CALENDAR DAYS 40
WORK DAYS USED Work CALENDAR DAYS USED 18
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 45
PROJECT AUTHORIZATION: $ 27,242.80
EXCLUSIVE OF ENGINEERING: $ 24,863.50
ENGINEERING AUTHORIZATION: $ 2,379.30
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,307.44
ENGINEERING COST TO DATE: $ 2,461.30
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT UNDERRUN: 14 %
PERCENT OF AUTHORIZATION: 103 %
DATE PROJECT WAS COMPLETED: June 5, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		A.C. Paving
		100	100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,046 CY	8,310 sq. yds.			3,030 sq. yds.
TOTAL QUANTITIES CORRECTED TO DATE	2,046 CY	8,776 sq. yds.			2,872 sq. yds
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,046 CY	8,776 sq. yds.			2,872 sq. yds.
AVERAGE DAILY QUANTITIES This week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	O'cast-showers			
TUESDAY	O'cast-showers			
WEDNESDAY	Pt. fair-warm			
THURSDAY	Fair-hot			
FRIDAY	Fair-hot			
SATURDAY				

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity
SATURDAY	

REMARKS

The semi-final estimate for this project was sent to the La Grande Division Office on Friday this week.

This will be the final report for this project.

SIGNED

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 25 1970
FOR FILE

330-1728

7342

May 22, 1970

Percy E. Jellum Contractor, Inc.
29 S.E. Court Street
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7342 for grading and paving 5th Avenue in the city of Umatilla in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr
Enclosure

cc: Fireman's Fund Insurance Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
M. M. Stump

RECEIVED
MAY 5 - 1970
FOR FILING

330-1728
7342

May 4, 1970

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on May 1, 1970, accepted your proposal on 5th Avenue in the city of Umatilla in Umatilla County for the sum of $23,593 and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of the City of Umatilla is received and the sum of $2,353 is deposited by the City.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7382.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
William Geibel (SAIF)
H. S. Coulter
M. M. Stump

MEMO TO FILE
4/28/70

Re: SCA Project
Fifth Street
City of Umatilla

The preliminary plans on the subject project were mailed to the City March 18, 1970 for their approval. On March 27, 1970 they were signed by the Mayor and Recorder and returned with five driveways deleted, accompanied with a letter which we received March 30, 1970.

Since the plans and specifications have been completed and the job was about to be advertised it was decided to let the plans and specifications go without changing and the matter of driveways could be resolved between the City and contractor by the resident engineer on the job.

On April 24 I phoned the Recorder's office and left word regarding the amount of the low bid and that the driveway item was included in the amount bid. I told the office secretary that the engineer on the job could negotiate with the contractor if the City still wanted to eliminate the driveway work.

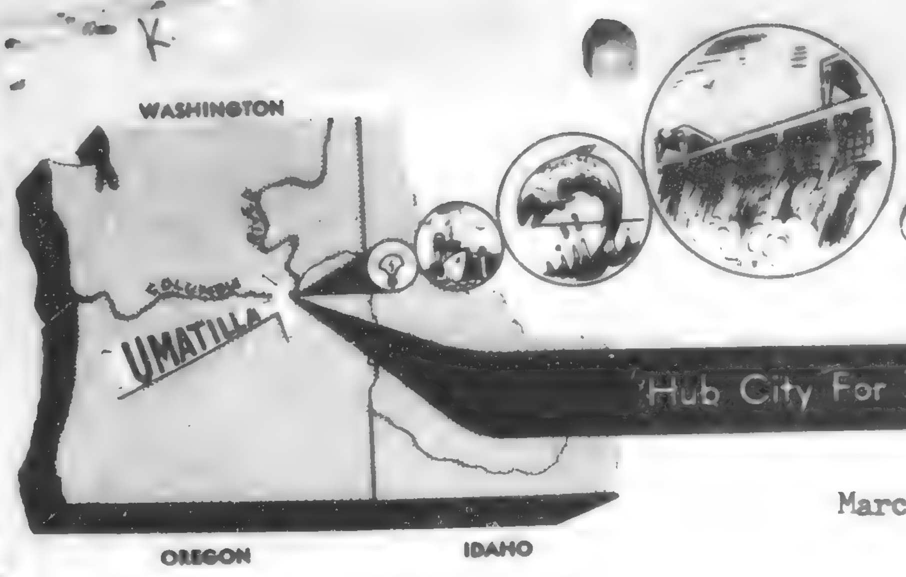
Attached is a copy of their letter and a print of plans with deletions.

Oscar H Norberg

Oscar H. Norberg
Field Engineer
County and City Department

OHN:ljt
Attachment

cc: F. D. Morgan
D. J. Barbee
H. S. Coulter



City of Umatilla
"Hub City For The Columbia River Basin And Pacific Coast"

Telephone 922-3444
P. O. Box 130
UMATILLA, OREGON
97882

March 27, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Oscar H. Norberg, Field Engineer

Gentlemen:

Enclosed is preliminary copy of plan for our 5th Street project.

You will note where we have marked the plan with red pencil. The mayor and Council do not wish these approaches included in the paving plan and bid.

Very truly yours,

Ingrid Durfee

Ingrid Durfee
City Recorder

Rec'd 3/30/70

RECEIVED
MAR 30 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Copy to Barbee for info
" " Teran "

Noted
Oscar H. Norberg

NOTED
H. S. COX

April 28, 1970

Mrs. Ingrid Durfee
City Recorder
City Hall
Umatilla, Oregon 97882

RE: Special City Allotment Project
Fifth Street
City of Umatilla

Dear Mrs. Durfee:

This is to acknowledge receipt of the City's Check No. 3844 in the amount of $2,353.00 as payment on the Special City Allotment project on Fifth Street. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

bc: L. E. Young
F. D. Morgan
V. E. Skoog, Attention John Herr: Check #3844 delivered to
4/28/70

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

bc: L. H. Young
H. S. Coulter

NOTED
H. S. COX

April 24, 1970

Mrs. Ingrid Durfee
City Recorder
City Hall
Umatilla, Oregon 97882

Dear Mrs. Durfee:

On April 23, 1970, the State Highway Commission opened bids on the 1970 Special City Allotment project on Fifth Street in Umatilla. The apparent low bid was submitted by Percy Jellum of Pendleton.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$23,593.00
Anticipated items: flagging	200.00
Total------------------	$23,793.00
14½% engineering & contingencies	3,449.99
Total------------------	$27,242.99
Estimated portion of preliminary engineering charged to project	110.00
TOTAL ANTICIPATED COST	$27,353.00

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience a check or warrant to this office in the amount of $2,353 made payable to the State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg
Field Engineer

OHN:mm

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

Mrs. Ingrid Durfee
City Recorder
Post Office Box 130
Umatilla, Oregon 97882

March 31, 1970

Dear Mrs. Durfee:

The final estimate prior to opening bids, for the 1970 Special City Allotment project on 5th Avenue is now available. It is presently estimated that the project will cost $27,650. Please keep this estimate confidential.

This project is presently scheduled for the April 23, 1970 bid opening.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

Avance Pay't Rec'd 4/28/70

NOTED
P. B. Arensmeier

NOTED
AINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED✓
DON HARWELL

Umatilla (5th Ave.)
Umatilla County

General Excavation 2000 cu	All Specified		$7,000
Coarse Aggregate Base, 11-inches Thick 1530 1690	4010 sq. yd.	1.55	6215.50
3/4"-0 Aggregate Base, 2-inches thick 750 390	4300 sq. yd.	0.45	1935.–
Class "B" Asphalt Concrete, 3 inches Thick 560	3050 sq. yd	2.65	8082.50
Asphalt Approaches	7 only	60.00	420 –
Adjusting Boxes values + meters	4 only	50.00	200 –
			23853.00
Anticipated			200
			24053 –
14 1/2 Engr. & Cont.			3487.69
			27,540.69
PE			110
			27,650

Flagging $200 –

330 – 1490

1200
~~10959~~

1200 × 2541 / 27541 = 110

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section 5th STREET Highway City of Umatilla County Umatilla Prefix 330-1490

Res. Engr. W. C. Ferguson Approx. Length 0.15 Miles. Sta. ____ to Sta. ____ Date 3-12-70

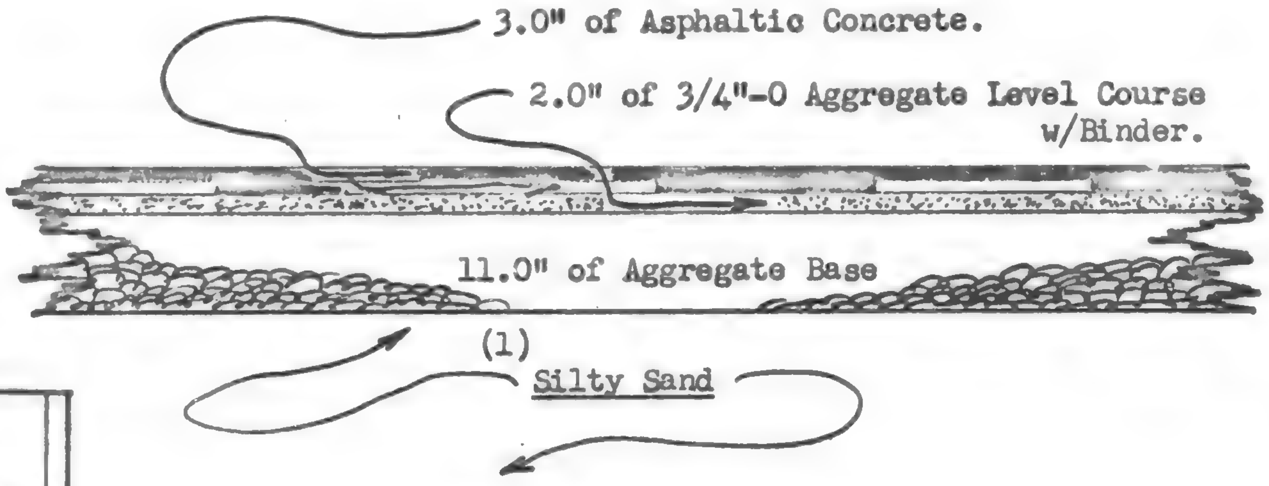
Mean

Truck A.D.T. 330 Traffic Coefficient 8.2 18 kip s.a. per day 58.2.

Annual Precipitation 9"± Frost Penetration 20"±.

3-12-70

(1)
Typical Soil
22 LL
0 PI
93 %P 10
24 %P200
7 %Gravel
2 %C Sand
67 %F Sand
22 %Silt
2 %Clay
38 "R" Value


3.0" of Asphaltic Concrete.
2.0" of 3/4"-0 Aggregate Level Course w/Binder.
11.0" of Aggregate Base
(1)
Silty Sand

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	11.0	11.0	A.Base
19.0	19.0	16.0	

See Page 2 for remarks.

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED
MAR 17 1970
FOR FILING

330-1128
1382

NOTED
F. B. KLABOE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by C. J. Gregg
for Staff Assistant

Recommended by John C Jenkins
Engineer of Materials

Recommended by G. L. Decker
Asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

SECTION: 5th STREET
HIGHWAY: City of Umatilla
COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	[illegible]	3/4"-0 Level	Crushed Base	[illegible]	"CBE" Total Requirement	Actual Thickness
7 - 8	3.0"		2.0"	9.5"		17.5"	14.5"
6 - 7	3.0"		2.0"	7.0"		15.0"	12.0"
5 - 6	2.0"		2.0"	6.5"		12.5"	10.5"
Cars Only	2.0"		2.0"	6.0"		11.0"	*10.0"

Remarks:

* Increased to equal ½ the reported depth of frost penetration.

The surfacing thickness is based on the assumption that no commercial vehicles other than 2 or 3 axle trucks will use this street after construction.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 5th STREET

HIGHWAY: City of Umatilla

COUNTY: Umatilla

500 Present ADT (1970)

60 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	1.2	144	132	450	59,400
3	180	1.2	216	198	1000	198,000
4					1250	
5					3180	
6					2570	
				330	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL	257,400
TWENTY YEAR EWL	5,148,000
TRAFFIC COEFFICIENT	8.2

SECTION: 5th STREET

HIGHWAY: City of Umatilla

COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a problem
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.15± mi.) project.
See Items 6 and 12.

RECEIVED
FEB 16 1970
FOR FILING

330-1728
7382

February 10, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3876

City of Umatilla
City Hall
Umatilla, Oregon 97882

Attention: Mrs. Ingrid Durfee
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning improvement of Fifth Street from "D" to "A" Streets in your City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc N. S. Cox
(agreement attached)

1-19-70

RECEIVED
JAN 23 1970
FOR FILING

330-1728
7382

PREFIX NO. 330-1490

NOTED
R. L. PORTER

LOCATION PROSPECTUS
UMATILLA (5th AVENUE FROM "A" STREET TO "D" STREET)
CITY OF UMATILLA
UMATILLA COUNTY

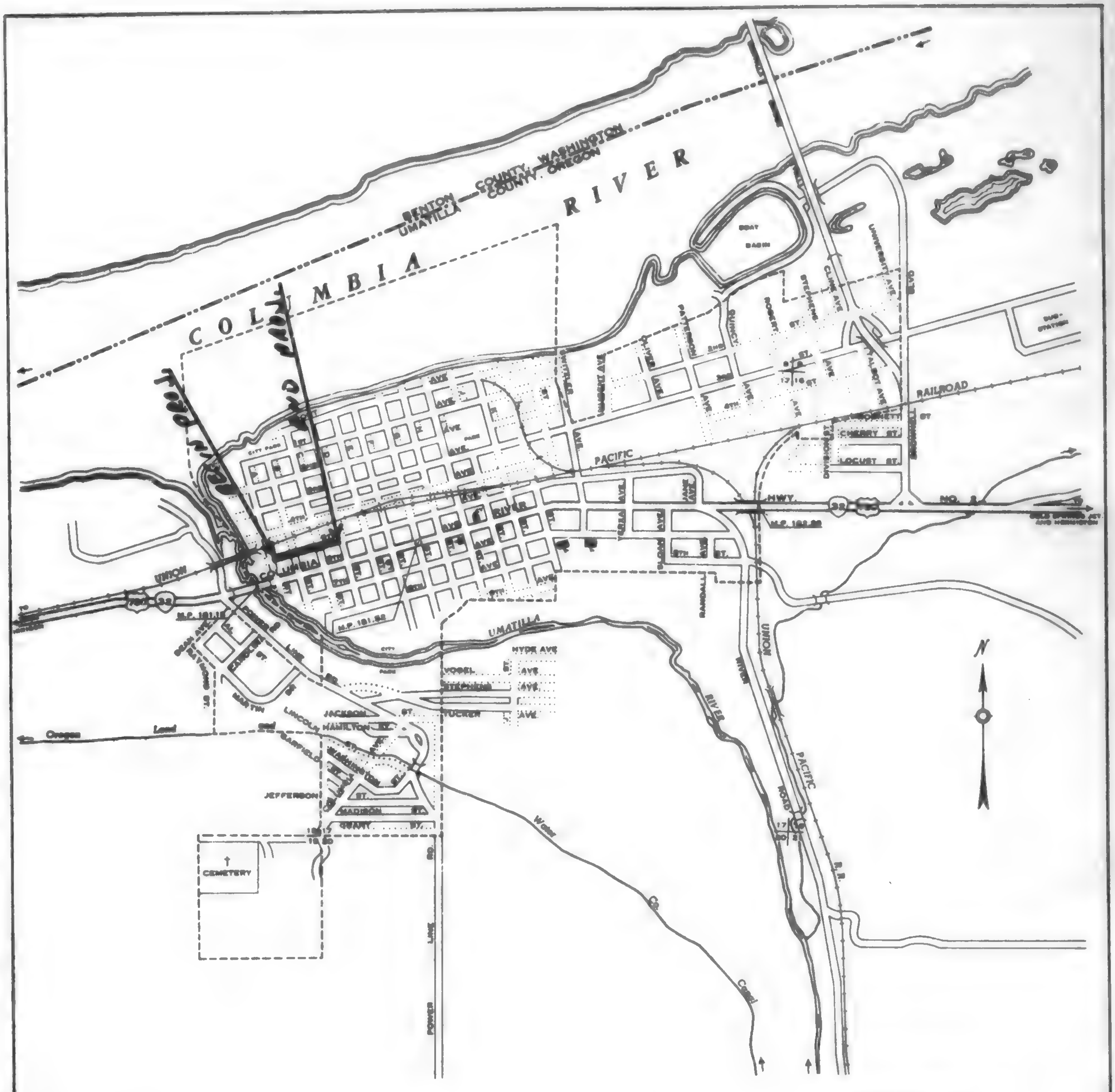
HIGHWAY:	Fifth Avenue from "A" Street to "D" Street.
TERMINI:	The westerly end of the project is at "A" Street. The easterly end of the project is at "D" Street.
LENGTH:	0.15 mile.
PROGRAM:	1970 Special City Allotment.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance not made. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time.
CHARACTERISTICS:	Not known.
TYPICAL SECTION:	Two 12-foot travel lanes with 8-foot shoulders (paved full depth).
MATERIAL:	To be located and referenced to this project during the survey.
ACCESS:	No control.
AGREEMENTS:	Routine City agreements for City project.
UTILITIES:	Routine utility adjustments may be necessary.
PARKS OR REST AREAS:	None affected.
ADD'L FACILITIES:	No airports, railroad crossings or major streams affected.

January 19, 1970
Attachment

NOTED
FORREST COOPER

H.S. Coulter (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D. J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V. J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER



SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
⊙ City Center M. P. log

UMATILLA

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 640

Scale in Feet

Revised May 1968

30-8335 Ukiah Rock Production Project, 1970
on Pendleton-John Day & Ukiah-
#7383 Hilgard Hwys., S. of Pendleton

RECEIVED
OCT 28 1970

30-1335
7383

October 28, 1970

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On October 27, 1970, we wrote to you concerning release of final payment on Contract No. 7383 awarded to Arthur Simonsen & Company, Inc., for rock production on the Ukiah Section of the Pendleton-John Day & Ukiah-Hilgard Highways in Umatilla County.

Final payment on this contract is $2,808.10 and the total contract amount is $56,973.10. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon 97814

Victor S. Risley Company
Board of Trade Building
Portland, Oregon 97204

bc Frank Morgan
Ivan Merchant
H. S. Coulter
V. E. Skoog
Attn: John Kerr

RECEIVED
OCT 26 1970
FOR FILING

30-8335

1343

October 23, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 10, 1970 on Contract No. 7383. The contract was with Arthur Simonsen & Co., Inc. and was for rock production on the Ukiah Section of the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1970, and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

30-8335
7383

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ukiah
WEEK ENDING: October 9, 1970
SECTION PREFIX: 30-8335
HIGHWAY: Pendleton-John Day & Ukiah-Hilgard
COUNTY: Umatilla
NAME OF JOB: Ukiah
KIND OF WORK: Rock Production
CONTRACTOR: Arthur Simonsen & Co. Inc.
CONTRACT NUMBER: 7383
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 1, 1970
DATE WORK STARTED: July 29, 1970
ESTIMATED COMPLETION DATE: September 10, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: October 15, 1970
PERCENT OF TIME ELAPSED: 80%
PROJECT AUTHORIZATION: $ 64,463.50
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 58,833.50
ENGINEERING AUTHORIZATION: $ 5,630.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,973.10
ENGINEERING COST TO DATE: $ 4,152.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3 %
PERCENT OF AUTHORIZATION: 74 %
DATE PROJECT WAS COMPLETED: September 10, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,304 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,304 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Lt. rain-windy			Routing Morgan
TUESDAY	Cloudy-rain			Jacker RECEIVED
WEDNESDAY	Pt. cloudy			Walker OCT 12 1970 Green Boehme Litchfield
THURSDAY	O'cast-rain			Johnson CONSTRUCTION DIVISION
FRIDAY	Cloudy-rain			BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate for this project was submitted to the La Grande office on Thursday of this week.

This will be the final report for this project.

SIGNED M M Stump LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 19 1970

30-8335
7383

May 19, 1970

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7383 for the Ukiah Rock Production Project on the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sr

Enclosure

cc: St. Paul Fire & Marine Insurance Company
Victor S. Risley Co.
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
M. M. Stump

RECEIVED
MAY 5 - 1970
[illegible]

30-8335
7383

May 4, 1970

Arthur Simonsen & Co., Inc.
3005 N. 3rd Street
Baker, Oregon 97814

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7383 in the amount of $56,100 for the Ukiah Rock Production Project on the Pendleton-John Day and Ukiah-Hilgard Highways in Umatilla County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
H. S. Coulter
M. M. Stump

334-1717 North Plains (Commercial Ave.) 1970
Sec., of city street
#7384 (Grading & paving)

C4A 3668

bc: F. B. Klaboe
L. H. Young
D. J. Barbee

RECEIVED
JUN 2 1970

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

[illegible]

[illegible]

June 1, 1970

City of North Plains
City Hall
North Plains, Oregon 97123

Attention: Hon. Glen R. Sandford
The Mayor

Gentlemen:

We have requested the State Highway Commission to reject all bids that were submitted on the Commercial Avenue project at the April 23 bid opening as requested in your letter of May 21, 1970.

Your letter also requested the project to be redesigned and resubmitted for bids. A copy of your letter was forwarded to the respective departments to handle, and we will keep you informed regarding the matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

CITY OF NORTH PLAINS
RECORDER'S OFFICE
NORTH PLAINS, OREGON

May 21, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Oscar H. Norberg

Dear Mr. Norberg:

The City of North Plains, Oregon feels that the cost of the Commercial Street project is too high and the amount of money the City of North Plains would have to pay as their share is beyond the means of the City, so therefore the City of North Plains, Oregon rejects the bid of Cornell Construction Company on the project.

It is the hope and desire of the City of North Plains that this project can be redesigned and resubmitted to bid. We feel that a rock base would be less costly and better suited to our needs, thus eliminating the high cost of a cement stabilized base.

We would like to be notified when this bid is to be resubmitted so we can notify contractors and get more bidders on the project, so it would be more competitive.

Thank you very much for your consideration of this matter.

Very truly yours,

City of North Plains

Glen Sandford

Glen Sandford
Mayor

BY

Irene Clink

Irene Clink, Clerk

NOTED
H. S. COX

GS/ic

Copy to [illegible] for info.
[illegible]
L. W. Rulien

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

Noted
Oscar H. Norberg

OIA 3668

10-1146 Shields Cr.-Winston Section, 1970
of Coos Bay-Roseburg Hwy., S. of
#7385 Roseburg (leveling course & pav.)

RECEIVED
OCT 28 1970
FOR FILING

10-1146
7385

October 28, 1970

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,121.55 will be made to G. L. Compton, J. C. Compton Company and John C. Compton on Contract No. 7385 for paving on the Shields Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $362,087.07 including the post-final payment. Of the total, $7,138.16 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc G. L. Compton, J. C. Compton,
and John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Kenney

RECEIVED
SEP 25 1970

FOR FILING

10-1146

7385

September 25, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 22, 1970, we wrote to you concerning release of final payment on Contract No. 7385 awarded to G. L. Compton, J. C. Compton Co., and John C. Compton for paving Shields Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County.

Final payment on this contract is $18,749.75 and the total contract amount is $360,965.52 including $7,138.16 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc G. L. Compton, J. C. Compton Co.
and John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Harr
C. T. Keasey

c.

[illegible]
SEP 28 1970

10-1146
7345

September 21, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 30, 1970, on Contract No. 7385. The contract was with G. L. Compton, J. C. Compton Company, and John C. Compton and was for paving on the Shields Creek-Winston Section on the Coos Bay-Roseburg Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 21, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Kassey

ms sr

10-1146
7385

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shields Cr. - Winston

WEEK ENDING: August 15, 1970

SECTION PREFIX: 10-1146

HIGHWAY: Coos Bay - Roseburg

COUNTY: Douglas

NAME OF JOB: Shields Cr. - Winston

KIND OF WORK: Paving

CONTRACTOR: Compton

CONTRACT NUMBER: 7385

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: June 1, 1970

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED: ~~73*~~

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: ~~[illegible]~~ 73

SPECIFIED COMPLETION DATE: Completed

PERCENT OF TIME ELAPSED: 61

PROJECT AUTHORIZATION: $ 429,591.82

EXCLUSIVE OF ENGINEERING: $ 389,527.27

ENGINEERING AUTHORIZATION: $ 34,064.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 362,728.54

ENGINEERING COST TO DATE: $ 21,900.61

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88

ESTIMATED PERCENT: ~~[illegible]~~ UNDERRUN 8 %

PERCENT OF AUTHORIZATION: 64 %

DATE PROJECT WAS COMPLETED: July 30,1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		11.14			
MILES PARTIALLY COMPLETED					
MILES COMPLETED		11.14			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		45,036			
TOTAL QUANTITIES CORRECTED TO DATE		43,200			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		43,200			
AVERAGE DAILY QUANTITIES		0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0			
NUMBER OF SHIFTS PER DAY		0			
HOURS PER SHIFT		0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed July 30,1970
MONDAY				
TUESDAY				RECEIVED
WEDNESDAY				[illegible] 1 1970
THURSDAY				CONSTRUCTION
FRIDAY				DIVISION
SATURDAY				BEN GIFFORD NOTED

R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Set property corners on Rummel Bar and worked on semi-final.

Semi-final will be submitted Monday August 17, 1970.

FINAL WEEKLY REPORT.

SIGNED Alfred W. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Allstate

RECEIVED
JUL 31 1970
FOR FILING

16-1176
7245

District Service Office
2829 Watt Avenue
Sacramento, California 95821
Phone: Area Code 916 481-4500

July 28, 1970
In reply please refer to

14B11634
Insd: Gillett
D/L: 7-7-70

State of Oregon
Division of Highways
Salem, Oregon

Gentlemen:

On July 7, 1970, our insured was on highway 42, between Roseburg and Caquille in Orgeon. There was extensive road repair being done and our insured's car was completely oversprayed with hot asphalt.

The only thing he could determine was that the truck doing the damage was J.C. Compton truck. He was unable to get the address of the truck and I was wondering if your office could supply us with the J.C. Compton Company's address.

Thank you.

Sincerely,

ALLSTATE INSURANCE COMPANY

Carol Meder
Carol Meder
Property Examiner

CM:sp

The J. C. Compton Co. address is
P.O. Box 86, Mc Minnville, Oregon
97128

F. [illegible]
Secty OSHC

RECEIVED
[illegible] 1970
STATE HIGHWAY COMMISSION

Original returned to
Allstate 7-31

RECEIVED
MAY 19 1970
FOR FILES

10-1146
7385

May 19, 1970

G. L. Compton,
J. C. Compton Co.,
and John C. Compton
P. O. Box 36
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7385 for paving on the Shields Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
J. R. Hagedorn

MAY 5 - 1970

10-1146
7385

May 4, 1970

Mr. G. L. Compton,
J. C. Compton Co. &
Mr. John C. Compton, Jr.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7385 in the amount of $374,995 on the Shields Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

er

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
C. T. Keasey
J. R. Hagedorn

18-1145 Crescent-Willamette Jct. Sec. 1970
of The Dalles-Calif. Hwy., S. of
#7386 Bend (Pav. & rock production)

RECEIVED
OCT 23 1970

FILE FILING

18-1145
7386

October 23, 1970

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 7386 awarded to Babler Bros., Inc., for work on the Crescent-Willamette Junction Section of The Dalles-California Highway in Klamath County was completed on August 20, 1970, and accepted by the Highway Commission on October 22, 1970.

Final payment in the amount of $4,469.04 will be released to the contractor after October 30, 1970. The total contract amount is $411,952.42 including $2,732.22 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

cc Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon 97202

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putman

RECEIVED
OCT 22 1970
FOR FILING

18-1145
7386

October 22, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 20, 1970 on Contract No. 7386. The contract was with Babler Bros., Inc. and was for paving and rock production on the Crescent-Willamette Junction Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 22, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
Floyd Query
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-1145
7386

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Crescent - Willamette Junction	WEEK ENDING: Sept. 26, 1970
		SECTION PREFIX 18-1145
	HIGHWAY The Dalles - California	COUNTY Klamath
NAME OF JOB Crescent - Willamette Junction	KIND OF WORK Rock production and paving	
CONTRACTOR Babler Bros., Inc.	CONTRACT NUMBER 7386	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 1, 1970	DATE WORK STARTED May 23, 1970	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 130	CALENDAR DAYS USED 97
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 73
PROJECT AUTHORIZATION: $453,092.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $417,164.00	ENGINEERING AUTHORIZATION $35,928.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $342,067.38	ENGINEERING COST TO DATE $14,474.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN Tot Auth 3 %	PERCENT OF AUTHORIZATION 40 %	Aug. 20, 1970, SF Est. 9/22/70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Johnson
Swan

RECEIVED
SEP 2[illegible] 1970
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate submitted to Region Office 9/22/70

FINAL REPORT

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 19 1970
FOR FIL

18-1145
7346

May 19, 1970

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7386 for paving and rock production on the Crescent-Willamette Junction Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: The Travelers Indemnity Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
MAY 5 - 1970
FOR FILING

18-1145
7346

May 4, 1970

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon 97207

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7386 in the amount of $397,600 on the Crescent-Willamette Junction Section of The Dalles-California Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
J. F. Putnam
R. H. Clark

29-1117 Bay City-Dougherty Slough Sec. 1970
of Oregon Coast Hwy., N. of
#7388 Tillamook (Paving)

RECEIVED
OCT 12 1970
FOR FILING

29-1117
7348

October 9, 1970

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1218
Tacoma, Washington 98401

Gentlemen:

On October 5, 1970, we wrote to you concerning release of final payment on Contract No. 7348 awarded to C. L. Compton, J. C. Compton Co., and John C. Compton, for paving on the Bay City-Dougherty Slough Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $9,199 and the total contract amount is $194,955.39, including $1,360.40 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

hl

cc C. L. Compton,
J. C. Compton Company,
John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

bc R. D. Asburry
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr

RECEIVED
OCT 5 - 1970

FOR FILING

29-1117
7388

October 2, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1970, on Contract No. 7388. The contract was with C. L. Compton, J. C. Compton Company and John C. Compton and was for paving on the Bay City-Dougherty Slough Section on the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 2, 1970, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
Victor D. Wolfe
Ivan D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

ms KT

31-1117
7388

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bay City - Dougherty Slough

WEEK ENDING: August 28, 1970

SECTION PREFIX: 29-1117-900

HIGHWAY: Oregon Coast

COUNTY: Tillamook

NAME OF JOB: Bay City - Dougherty Slough

KIND OF WORK: Paving

CONTRACTOR: G. L. Compton, J.C. Compton Co. & John Compton

CONTRACT NUMBER: 7388

FEDERAL AID PROJECT NUMBER:

DATE OF CONTRACT: May 1, 1970

DATE WORK STARTED: July 31, 1970

ESTIMATED COMPLETION DATE: August 14, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 88

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 214,095.05

EXCLUSIVE OF ENGINEERING: $ 197,118.35

ENGINEERING AUTHORIZATION: $ 16,976.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 199,734.99

ENGINEERING COST TO DATE: $ 18,797.89

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN [redacted] 1.3%

PERCENT OF AUTHORIZATION: 111 %

DATE PROJECT WAS COMPLETED: August 14, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.1
MILES PARTIALLY COMPLETED					4.1
MILES COMPLETED					4.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,600
TOTAL QUANTITIES CORRECTED TO DATE	PROJECT COMPLETED 8-14-70				14,937.720
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					14,937.720
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

Routing
Morgan
Decker
Long
Walker
Boehme
Johnsen

RECEIVED
AUG 31 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

2 men on project 4 days in office completing Semi-Final Estimate and working on Contractors payroll & Flagging Statement

SEMI-FINAL Estimate submitted to Salem Thursday a.m. 8-27-70.

Contractors payroll and Flagging Bill mailed to Salem, Friday 8-28-70.

Total contract did not overrun Total Authorization above 5% as earlier anticipated.

Possible P.A. for Liquidated Damages, because of failing compaction, pending word from Regional Engineer.

This will be last weekly report on this project.

SIGNED K. D. Wolfe LOCATION Tillamook

K. D. Wolfe, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

29-1117

RECEIVED
AUG [illegible] 1970

FORM 2-30-X (12-67)

FOR

29-1117
7388

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 10, 1970

To: Ken D. Wolfe
RESIDENT ENGINEER

SUBJECT: Project Overrun
Bay City-Dougherty Slough Section
Oregon Coast Highway

Late Friday, August 7, A. E. Johnson authorized an overrun on the subject project so it could be done right without shortening.

At your earliest convenience, submit the usual formal request for overrunning the authorization. Our first request was based on a likely overrun of $20,000 although you have told me that your present estimate is slightly in excess of this.

Please do everything possible to hold this expense down and yet do the job right.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
ASST. REGIONAL ENGINEER

NOTED
A. E. JOHNSON

GWW/eg

cc: A. E. Johnson
F. D. Morgan

RECEIVED
AUG 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 25 1970

22-1117

7344

May 25, 1970

G. L. Compton,
J. C. Compton Co.
and John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7344 for paving on the Bay City-Dougherty Slough Section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: United Pacific Insurance Co., Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Ken Wolfe

RECEIVED
MAY 5 - 1970
FOR FILIN.

29-1117
7388

May 4, 1970

Mr. G. L. Compton,
J. C. Compton Co. &
Mr. John C. Compton, Jr.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on May 1, 1970, awarded to you State Highway Contract No. 7388 in the amount of $186,780 on the Bay City-Dougherty Slough Section of the Oregon Coast Highway in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
R. D. Asburry
Ken Wolfe

I-205-7(14)Gladstone Int.-Oregon City Int.1970
299 Sec., E. Portland Frwy. (Grad., pav.,
#7389 struc., sign., sig. & illum.) #2

See #7748
#7660
(A&R #39)

RR-683
(V&A)-4045
RR-712

7389,

STATE COPY

48

MONTHLY TRANSACTION NUMBER 9-19

PROJECT REPORT NUMBER 0

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-4-75

STATE Oregon

COUNTY Clackamas

PROJECT NUMBER I-205-7(14)299

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 26, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,311,261	$ 13,319,916
Federal Funds	$ 12,278,000	$ 12,285,984
Other revisions		

This modification is made for the following reasons:

To include SFO for replacement of traffic signal controller.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4th day of September, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E L Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, August 21, 1975

Federal Aid Project
No. I-205-7(14)299

Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway in Clackamas County

Revised Project Agreement Estiamte.

Type Code 7224
Roadway (P.C.C. Pavement) Sta. LN 601+30 to Sta. 707+83

Subtotal on previous estimate of January 13, 1973		$9,055,001.57
Additional Item		
SFO 15 Replace Signal Controller	All Required	8,655.00
	Subtotal	$9,063,656.57
	Engineering	904,298.43
	Total	$9,967,955.00
Structures Same as previous estimate of January 13, 1973		
	Total	$3,351,961.00

Length of Roadway - - - - 1.866 miles
Length of Structure(3)- - 0.156 mile
Total 2.022 miles
Cost of Roadway Per Mile $5,341,883.71

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 9,967,955.00	$ 9,194,984.00	$ 772,971.00
Structures	3,351,961.00	3,091,000.00	260,961.00
Total	$13,319,916.00	$12,285,984.00	$1,033,932.00

Contract No. 7389

Prefix No. 603-1009

7399 5

STATE COPY

MONTHLY TRANSACTION NUMBER 1-29	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 10	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 1-16-73	PROJECT NUMBER I-205-7(14)299

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 26, , 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,419,176	$ 13,311,261
Federal Funds	$ 11,455,000	$ 12,278,000
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quanities, approved extra items and work previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of January, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon State Highway Division
(Official name of Highway Department)

By L. H. Young for E. S. Hunter

By Vernon V. Cusick
(Division Engineer)
for G. L. Green

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-205-7(14)299

GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE SECTION OF THE EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, January 13, 1973

Revised project agreement estimate to delete roadway Type Code 6204 and increase in bid item quanities and additional items.

Type Code 7224
Roadway (P.C.C. Pavement) Sta. LN 601+30 to Sta. 707+83

Furnishing Field Laboratory Building	1 only	1,200.00	$ 1,200.00
Temporary Protection and Direction of Traffic	All Required		200,000.00
Clearing and Grubbing	All Required		515,000.00
Removal of Structures and Obstructions	All Required		200,000.00
*Ditch Excavation	1,810 cu.yd.	3.00	5,430.00
*Embankment Foundation Excavation	143,400 cu.yd.	2.00	286,800.00
General Excavation	209,500 cu.yd.	1.10	230,450.00
*Borrow Excavation	2,255,650 cu.yd.	1.00	2,255,650.00
Granular Backfill Material	120,200 cu.yd.	2.30	276,460.00
*Trench Excavation	14,150 cu.yd.	5.00	70,750.00
Finishing Roadbed and Slopes	All Required		20,000.00
Obliteration of Roadway	7,000 sq.yd.	0.25	1,750.00
*Furnishing and Placing Topsoil	79,580 cu.yd.	2.00	159,160.00
Watering	24,280 M-gal.	3.50	84,980.00
Structure Excavation	330 cu.yd.	4.00	1,320.00
3/4" - 0 Aggregate Base	3,200 ton	5.00	16,000.00
*Plant-Mix Aggregate Base	200,810 ton	3.00	602,430.00
*Cement Treated Base Mixture	69,180 ton	3.35	231,753.00
*Portland Cement in CTB Mixture	3,490 ton	25.00	87,250.00
*Asphalt in Seal	296 ton	50.00	14,800.00
*Class "B" Asphalt Concrete Mixture	53,840 ton	5.45	293,428.00
*Asphalt Cement in Mixture	3,460 ton	35.00	121,100.00
Asphalt in Tack Coat	12 ton	75.00	900.00
3/4" - 0 Aggregate in Prime Coat	230 cu.yd.	5.00	1,150.00
RC-250 Asphalt in Prime Coat	40 ton	50.00	2,000.00
*7-inch to 9-inch Continuously Reinforced Concrete Pavement	10,100 cu.yd.	35.00	353,500.00
*8-inch Continuously Reinforced Concrete Pavement	36,400 sq.yd.	7.75	282,100.00
*8-inch Reinforced Concrete Pavement	1,600 sq.yd.	7.75	12,400.00

*12-inch Reinforced Concrete Bridge End Panels	2,500	sq.yd.	15.00	37,500.00
*Pavement Terminal Anchors	1,248	lin.ft.	17.00	21,216.00
Class "A" Concrete in Box Culverts	50	cu.yd.	70.00	3,500.00
*Class "A" Concrete in Walls	169	cu.yd.	90.00	15,210.00
*Concrete Median Barrier	1,794	cu.yd.	75.00	134,550.00
Reinforcement in Box Culverts	8,500	lb.	0.13	1,105.00
Reinforcement in Walls	8,800	lb.	0.13	1,144.00
*8-inch Culvert Pipe	842	lin.ft.	2.50	2,105.00
*12-inch Culvert Pipe	825	lin.ft.	3.00	2,475.00
15-inch Culvert Pipe	2,580	lin.ft.	3.50	9,030.00
*18-inch Culvert Pipe	2,445	lin.ft.	4.00	9,780.00
24-inch Culvert Pipe	940	lin.ft.	6.00	5,640.00
30-inch Culvert Pipe	650	lin.ft.	7.00	4,550.00
36-inch Culvert Pipe	190	lin.ft.	11.00	2,090.00
48-inch Culvert Pipe	180	lin.ft.	16.00	2,880.00
72-inch Culvert Pipe	180	lin.ft.	33.00	5,940.00
12-inch Sewer Pipe	7,570	lin.ft.	4.00	30,280.00
15-inch Sewer Pipe	2,000	lin.ft.	5.00	10,000.00
18-inch Sewer Pipe	3,700	lin.ft.	6.00	22,200.00
24-inch Sewer Pipe	370	lin.ft.	9.00	3,330.00
*30-inch Sewer Pipe	540	lin.ft.	12.00	6,480.00
*36-inch Sewer Pipe	800	lin.ft.	15.00	12,000.00
*Extra for Pipe Under Pavement	205	lin.ft.	10.00	2,050.00
Installing 36-inch Pipe Under Railroad	26	lin.ft.	70.00	1,820.00
*Class "A" Concrete in Sewer	2	cu.yd.	40.00	80.00
12-inch Paved Culvert End Slopes	4	only	45.00	180.00
15-inch Paved Culvert End Slopes	10	only	50.00	500.00
18-inch Paved Culvert End Slopes	10	only	55.00	550.00
24-inch Paved Culvert End Slopes	4	only	65.00	260.00
30-inch Paved Culvert End Slopes	2	only	80.00	160.00
Concrete Manholes	26	only	400.00	10,400.00
*Drop Manholes	5	only	1,200.00	6,000.00
Concrete Slope Protectors	3	only	150.00	450.00
Concrete Inlets, Type "B"	6	only	160.00	960.00
Concrete Inlets, Type "G-1"	108	only	150.00	16,200.00
Concrete Inlets, Type "G-2M"	15	only	270.00	4,050.00
*Concrete Inlets, Type "G-2MA"	17	only	320.00	5,440.00
*6-inch Drain Pipe	14,780	lin.ft.	1.25	18,475.00
*8-inch Drain Pipe	1,026	lin.ft.	1.70	1,744.20
Special Filter Material in Drains	2,000	cu.yd.	6.60	13,200.00
Guard Rail, Type 1	960	lin.ft.	2.70	2,592.00
Guard Rail, Type 2	4,340	lin.ft.	3.50	15,190.00
*Guard Rail, Type 2A	13,475	lin.ft.	4.00	53,900.00
*Median Barrier	825	lin.ft.	5.80	4,785.00
Barricade Type 2	770	lin.ft.	3.50	2,695.00

Guard Rail Anchors	19 only	250.00	4,750.00
Extra for Guard Rail Bridge Connection	18 only	100.00	1,800.00
Type 3 Fence	31,000 lin.ft.	1.50	46,500.00
Concrete Walks	760 sq.yd.	5.00	3,800.00
Concrete Driveways	180 sq.yd.	6.00	1,080.00
*Concrete Curbs	818 cu.yd.	60.00	49,080.00
Concrete Islands	70 cu.yd.	55.00	3,850.00
Concrete End Pieces	5 only	110.00	550.00
*Extra for Asphalt Approaches	18 only	60.00	1,080.00
Extra for Asphalt Walks	3,260 sq.yd.	2.00	6,520.00
Extra for Asphalt Curbs	0 lin.ft.	0.40	-
Loose Riprap, Class 50	1,560 cu.yd.	5.00	7,800.00
Loose Riprap, Class 700	9,700 cu.yd.	5.60	54,320.00
Grouted Riprap	16 cu.yd.	40.00	640.00
Guide Posts, W-1	170 only	7.00	1,190.00
Guide Posts, Y-1	50 only	7.50	375.00
Guide Posts, Y-2	260 only	7.50	1,950.00
*Adjusting Manholes	8 only	80.00	640.00
Reconstructing Concrete Manholes	9 only	145.00	1,305.00
*Capping Manholes	4 only	115.00	460.00
Roadside Seeding	72 acre	165.00	11,880.00
Roadside Mulching	72 acre	165.00	11,880.00
Seed Mixture	2,190 lb.	1.00	2,190.00
Fertilizer, 22-16-8	290 cwt.	10.00	2,900.00
Abernethy Creek Culvert Excavation	27,000 cu.yd.	1.60	43,200.00
Structural Plate Pipe	All Required		300,000.00
*Special Pipe Bedding Material	6,550 cu.yd.	5.00	32,750.00
*Special Pipe Backfill Material	6,440 cu.yd.	4.50	28,980.00
Class "A" Concrete in Headwalls and Wingwalls	1,020 cu.yd.	55.00	56,100.00
Reinforcement in Headwalls and Wingwalls	120,000 lb.	0.13	15,600.00
*Loose Riprap, Class 100	1,970 cu.yd.	5.60	11,032.00
Loose Riprap, Class 700	5,700 cu.yd.	5.60	31,920.00

Signing

Removal of Existing Sign Installations	All Required		7,500.00
Painted Wood Sign Posts	All Required		3,000.00
Sign Support Footings	All Required		35,000.00
Breakaway Sign Posts	All Required		2,495.00
Single Sign Supports	All Required		7,200.00
Double Sign Supports	All Required		6,000.00
Butterfly Sign Structures	All Required		3,600.00
Cantilever Sign Structures	All Required		32,400.00
Sign Bridge Structures	All Required		98,900.00
Structures Mounts	All Required		5,000.00
Sign Illumination Equipment	All Required		50,000.00

Type "AA" Signs in Place	4,348	sq.ft.	7.00	30,436.00
Type "C", "D" and "R" Signs in Place	993	sq.ft.	4.00	3,972.00
Type "E", "F", "G" and "M" Signs in Place	469	sq.ft.	4.00	1,876.00
Type "U" Signs in Place	223	sq.ft.	8.00	1,784.00
Thermoplastic Pavement Arrows	9	only	100.00	900.00
Remove Existing Bridges	All	Required		100,000.00
Signals				
Traffic Signal Installation, Complete	All	Required		70,000.00
Illumination				
Highway Illumination Installation, Complete	All	Required		375,000.00
				$8,403,632.20
*Flagging (60% of contractor's cost)	All	Required		64,000.00
Work by City of Gladstone (Sewer & Water)	All	Required		9,690.85
Work by N.W. Natural Gas Co.	Agreed	Lump Sum		4,904.37
Work by Oregon City (Fire Alarm)	All	Required		1,246.10
Work by Park Place (Water)	Agreed	Lump Sum		1,549.07
Work by P.G.E. Co.	All	Required		12,357.59
Work by Southern Pacific Transportation Co.	All	Required		47,329.65
Pavement Striping	All	Required		9,500.00
Remove Signals & Telephone Interconnect	All	Required		4,500.00
PA 8 Special Pipe Backfill	13,174	cu.yd.		56,779.94
PA 14 Furnish & Place P.C.C. Curbs	15,200	lin.ft.	0.67	10,184.00
PA 21 Substitute Signal Controller		Lump Sum		9,108.00
PA 22 Class "C" A.C. Patching	1,960	ton	6.45	12,642.00
PA 22 Adjust Type G-1 Inlets	2	only	120.00	240.00
PA 26 General Excavation	308,663	cu.yd.	0.40	123,465.20
PA 26 Rock Embankment in Place	140,000	cu.yd.	1.80	252,000.00
EWO 9 Construct Rock Buttress	All	Required		31,872.60
				$ 651,369.37
	Subtotal			$9,055,001.57
	**10% Engr. & Cont.			904,298.43
	Total			$9,959,300.00

**Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.
*Bid item changes

Type Code 6204
Roadway (A.C. Pavement) (Sta. 660+28 to Sta. 707+83)

Price Agreement #22 was written and approved which covered the paving of this segment of roadway with Portland cement concrete pavement instead of A.C.

Type Code X028
Box Culvert (Sta. 687+80 to Sta. 688+10)

Class "A" Concrete in Box Culvert	1,070 cu.yd.	70.00	$ 74,900.00
Reinforcement in Box Culvert	205,500 lb.	0.13	26,715.00
			$ 101,615.00

Type Code X781
Gladstone Interchange U'xing (Br. No. 9757) (Sta. "LN" 616+60.38)
Length 350'

Shoring, Cribbing, Etc.	All Required (46%)		$ 4,600.00
Structure Excavation	720 cu.yd.	4.00	2,880.00
Structure Excavation Below Elevations Shown	65 cu.yd.	4.00	260.00
Furnish 12BP53 Steel Piling	3,985 lin.ft.	5.40	21,519.00
Drive Steel Piles	120 only	120.00	14,400.00
Splice Steel Piles	30 only	35.00	1,050.00
Class "A" Concrete (745 cu.yd.)	All Required (50%)		75,000.00
Class "AA" Concrete (1,700 cu.yd.)	All Required (51%)		204,000.00
Prestressing Steel (116,100 lb.)	All Required (49%)		51,450.00
Reinforcement (475,500 lbs.)	All Required (49%)		63,700.00
Two Tube Metal Railing	696 lin.ft.	10.00	6,960.00
Pedestrian Handrail	348 lin.ft.	18.00	6,264.00
Preparation of Slopes	750 sq.yd.	4.00	3,000.00
Concrete Slope Paving	750 sq.yd.	5.50	4,125.00
8-inch Culvert Pipe	250 lin.ft.	3.50	875.00
6-inch PVC Pipe	5 lin.ft.	5.00	25.00
8-inch PVC Pipe	70 lin.ft.	7.00	490.00
1-inch Electrical Conduit	85 lin.ft.	2.00	170.00
1 1/4-inch Electrical Conduit	260 lin.ft.	3.35	871.00
1 1/2-inch Electrical Conduit	45 lin.ft.	4.40	198.00
2-inch Electrical Conduit	360 lin.ft.	6.60	2,376.00
Install Telephone Conduit	All Required (53%)		1,007.00
			$ 465,220.00

Type Code X781
Parkplace Interchange U-xing (Br. No. 9750) (Sta. "L" 659+13) Length 308'

Shoring, Cribbing, Etc.	All Required (54%)		$ 5,400.00
Structure Excavation	680 cu.yd.	4.00	2,720.00

Structure Excavation Below Elevations Shown	55	cu.yd.	4.00	220.00
Furnish 10BP42 Steel Piling	1,500	lin.ft.	4.50	6,750.00
Furnish 12BP53 Steel Piling	8,800	lin.ft.	5.40	47,952.00
Drive Steel Piles	140	only	120.00	16,800.00
Splice Steel Piles	35	only	35.00	1,225.00
Class "A" Concrete (760 cu.yd.)	All	Required (50%)		75,000.00
Class "AA" Concrete (1,645 cu.yd.)	All	Required (49%)		196,000.00
Prestressing Steel (122,000 lb.)	All	Required (51%)		53,550.00
Reinforcement (499,000 lb.)	All	Required (51%)		66,300.00
Two Tube Metal Railing	608	lin.ft.	10.00	6,080.00
Pedestrian Handrail	308	lin.ft.	18.00	5,544.00
Preparation of Slopes	850	sq.yd.	4.00	3,400.00
Concrete Slope Paving	850	sq.yd.	5.50	4,675.00
8-inch Culvert Pipe	50	lin.ft.	3.50	175.00
6-inch PVC Pipe	105	lin.ft.	5.00	525.00
8-inch PVC Pipe	330	lin.ft.	7.00	2,310.00
1-inch Electrical Conduit	195	lin.ft.	2.00	390.00
1 1/4-inch Electrical Conduit	400	lin.ft.	3.35	1,340.00
1 1/2-inch Electrical Conduit	10	lin.ft.	4.40	44.00
2-inch Electrical Conduit	320	lin.ft.	6.60	2,112.00
Install Telephone Conduit	All	Required (47%)		893.00
				$ 499,405.00

Type Code X031
Clackamas River Bridges (Br. No. 8837A) (Sta. "LN" to Sta. "LN" 636+28)

Shoring, Cribbing, Etc.	All	Required		$ 100,000.00
Structure Excavation	1,300	cu.yd.	2.50	3,250.00
Structure Excavation Below Elevation Shown	100	cu.yd.	2.50	250.00
Special Footing Backfill	1,900	cu.yd.	4.00	7,600.00
Furnish 10BP42 Steel Piling	9,315	lin.ft.	4.60	42,849.00
Drive Steel Piles	243	only	100.00	24,300.00
Splice Steel Piles	60	only	35.00	2,100.00
Class "A" Concrete (2,096 cu.yd.)	All	Required		250,000.00
Seal Concrete	280	cu.yd.	30.00	8,400.00
Reinforcement (469,000 lb.)	All	Required		75,000.00
Stress Rod Units	6	only	1,800.00	10,800.00
Structural Steel (1,071,300 lb.)	All	Required		400,000.00
Metal Parapet Railing, Single Pipe	2,353	lin.ft.	7.00	16,471.00
8-inch Culvert Pipe	55	lin.ft.	4.00	220.00
1 1/4-inch Electrical Conduit	1,300	lin.ft.	3.35	4,355.00
				$ 945,595.00

Type Code X121
Parkplace R.R. O'xing (Br. No. 9727) (Sta. E644+35 to Sta. E666+43) Length 208'

Shoring, Cribbing, Etc.	All	Required (86%)		$ 8,600.00

Structure Excavation	800 cu.yd.	3.50	2,800.00
Structure Excavation Below Elevation Shown	80 cu.yd.	3.50	280.00
Furnish 12BP53 Steel Piling	7,200 lin.ft.	5.40	38,880.00
Drive Steel Piles	96 only	150.00	14,400.00
Splice Steel Piles	24 only	35.00	840.00
Class "A" Concrete (1,710 cu.yd.)	All Required (33%)		181,500.00
Reinforcement (581,000 lb.)	All Required (32%)		73,600.00
Two Tube Metal Railing	414 lin.ft.	10.00	4,140.00
Pedestrian Handrail	208 lin.ft.	18.00	3,744.00
8-inch Culvert Pipe	200 lin.ft.	3.50	700.00
1 1/4-inch Electrical Conduit	480 lin.ft.	3.35	1,608.00
Install Telephone Conduit	All Required		600.00
			$ 331,692.00

Type Code X221
Main Street O'xing, (Br. No. 9702) (Sta. "L" 696+72 to Sta. "L" 698+86)

Shoring, Cribbing, Etc.	All Required (14%)		$ 1,400.00
Structure Excavation	2,900 cu.yd.	3.50	10,150.00
Structure Excavation Below Elevation Shown	260 cu.yd.	3.50	910.00
Furnish Treated Timber Piling	35,440 lin.ft.	1.50	53,160.00
Drive Timber Piles	616 only	100.00	61,600.00
Drilling Pile Holes	10,000 lin.ft.	1.25	12,500.00
Class "A" Concrete (3,529 cu.yd.)	All Required (67%)		368,500.00
Reinforcement (1,112,000 lb.)	All Required (68%)		156,400.00
Metal Parapet Railing, Single Pipe	435 lin.ft.	7.00	3,045.00
Preparation of Slopes	2,600 sq.yd.	4.00	10,400.00
Concrete Slope Paving	2,000 sq.yd.	5.50	11,000.00
Berm Paving	500 sq.yd.	3.50	1,750.00
Slope Paving Curb	330 lin.ft.	4.00	1,320.00
8-inch Drain Pipe	540 lin.ft.	2.50	1,350.00
Special Filter Materials in Drains	10 cu.yd.	6.60	66.00
8-inch PVC Pipe	140 lin.ft.	7.00	980.00
2-inch Electrical Conduit	220 lin.ft.	6.60	1,452.00
			$ 695,983.00

	Subtotal Structures	$3,039,510.00
Railroad Protective Cost	All Required	$ 10,000.00
	Subtotal	$3,049,510.00
	10% Engr. & Cont.	304,951.00
	Total	$3,354,461.00
Pacific N.W. Bell (Conduits)	All Required	(2,500.00)
	Total	$3,351,961.00

Length of Roadway PCC - - - - - - 1.866 miles
Length of Structures (3)- - - - 0.156 mile

Total Length of Project 2.022 miles

Cost of Roadway per mile- - - - $5,337,245.45

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 9,959,300.00	$ 9,187,000.00	$ 772,300.00
Structures	3,351,961.00	3,091,000.00	260,961.00
Total	$13,311,261.00	$12,278,000.00	$1,033,261.00

G-1-100%

Contract No. 7389

Prefix - 603-1009

GLADSTONE INT.-OREGON CITY INT. SECTION

Oregon City Fire Alarm Facility

Material	$ 1,129,05
Equipment	182.80
Labor	1,240.00
Total	$ 2,551.85

Required work by State Const. $\frac{3760}{4400}$ (2551.85) = 2180.67

Est. Cost to State $\frac{4}{7}$ (2180.67) = $1,246.10

City of Gladstone Water and Sewer Line

Engineering and Supervision	$ 1,200.00
Water Line Adjustment	6,983.25
Sewer Line Adjustment	1,507.60
Total	$ 9,690.85

Parkplace Water District

Engineering	$ 84.11
Labor	295.00
Material	714.96
Equipment	455.00
Total (Lump Sum Agreement)	$ 1,549.07

Northwest Natural Gas Company

Labor	$ 1,652.48
Material	716.83
Overhead	1,885.46
Equipment Cost	649.60
Total	$ 4,904.37

Portland General Electric

Installation Cost	$16,476.79
State Share (75%)	$12,357.59

Work by Southern Pacific Transportation Co.

Parkplace O'xing

Preliminary Engineering	$ 450.00
Engineers Inspector	6,300.00
Flagging	600.00
B & B Work	2,785.00
Signal Work	2,515.00
Communication Work	7,082.00
Freight	254.00
Material Handling Charge	307.00
Equipment Rental	900.00
Labor Additives	3,979.00
Accounting & Billing	1,259.00
Contingencies	2,644.00
Salvage Credit	(870.00)
	$28,215.00

Gladstone Grade Crossing

Preliminary Engineering	$ 225.24
Signal Work	15,802.01
Track Work	2,382.86
Accounting and Billing	704.54
	$19,114.65

$ 47,329.65

7389

STATE COPY

Form Approved; Budget Bureau No. 04-R2809 C

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. ~	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 6- -70	COUNTY Clackamas PROJECT NO. I-205-7(14)299

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gladstone Interchange-Oregon City Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-23-70	2.02
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,419,176.00	$ 11,455,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. N. Klaboe

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By S. L. Greene
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 26 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-205-7(14)299

GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE SECTION OF THE EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, June 19, 1970

Project agreement estimate.

Type Code 7224
Roadway (P.C.C. Pavement) Sta. LN 601+30 to Sta. 660+28)

Furnishing Field Laboratory Building	1 (55%) only	1,200.00	$ 660.00
Temporary Protection and Direction of Traffic	All Required (55%)		110,000.00
Clearing and Grubbing	All Required (55%)		283,250.00
Removal of Structures and Obstructions	All Required (55%)		110,000.00
Ditch Excavation	1,140 cu.yd.	3.00	3,420.00
Embankment Foundation Excavation	100 cu.yd.	2.00	200.00
General Excavation	175,500 cu.yd.	1.10	193,050.00
Borrow Excavation	626,500 cu.yd.	1.00	626,500.00
Trench Excavation	4,000 cu.yd.	5.00	20,000.00
Finishing Roadbed and Slopes	All Required (55%)		11,000.00
Obliteration of Roadway	3,500 sq.yd.	0.25	875.00
Furnishing and Placing Topsoil	42,000 cu.yd.	2.00	84,000.00
Watering	6,880 M-gal.	3.50	24,080.00
3/4" - 0 Aggregate Base	1,400 ton	5.00	7,000.00
Plant-Mix Aggregate Base	85,100 ton	3.00	255,300.00
Cement Treated Base Mixture	44,200 ton	3.35	148,070.00
Portland Cement in CTB Mixture	2,440 ton	25.00	61,000.00
Asphalt in Seal	120 ton	50.00	6,000.00
Class "B" Asphalt Concrete Mixture	22,200 ton	5.45	120,990.00
Asphalt Cement in Mixture	1,440 ton	35.00	50,400.00
Asphalt in Tack Coat	6 ton	75.00	450.00
3/4" - 0 Aggregate in Prime Coat	40 cu.yd.	5.00	200.00
RC-250 Asphalt in Prime Coat	8 ton	50.00	400.00
7-inch to 9-inch Continuously Reinforced Concrete Pavement	4,500 cu.yd.	35.00	157,500.00
8-inch Continuously Reinforced Concrete Pavement	23,000 sq.yd.	7.75	178,250.00
8-inch Reinforced Concrete Pavement	700 sq.yd.	7.75	5,425.00
12-inch Reinforced Concrete Bridge End Panels	1,670 sq.yd.	15.00	25,050.00

Pavement Terminal Anchors	600	lin.ft.	17.00	10,200.00
Concrete Median Barrier	550	cu.yd.	75.00	41,250.00
12-inch Culvert Pipe	350	lin.ft.	3.00	1,050.00
15-inch Culvert Pipe	450	lin.ft.	3.50	1,575.00
18-inch Culvert Pipe	1,000	lin.ft.	4.00	4,000.00
24-inch Culvert Pipe	50	lin.ft.	6.00	300.00
36-inch Culvert Pipe	10	lin.ft.	11.00	110.00
72-inch Culvert Pipe	180	lin.ft.	33.00	5,940.00
12-inch Sewer Pipe	3,450	lin.ft.	4.00	13,800.00
15-inch Sewer Pipe	820	lin.ft.	5.00	4,100.00
18-inch Sewer Pipe	1,900	lin.ft.	6.00	11,400.00
24-inch Sewer Pipe	290	lin.ft.	9.00	2,610.00
30-inch Sewer Pipe	190	lin.ft.	12.00	2,280.00
Extra for Pipe Under Pavement	110	lin.ft.	10.00	1,100.00
15-inch Paved Culvert End Slopes	9	only	50.00	450.00
18-inch Paved Culvert End Slopes	8	only	55.00	440.00
24-inch Paved Culvert End Slopes	2	only	65.00	130.00
Concrete Manholes	13	only	400.00	5,200.00
Concrete Inlets, Type "B"	6	only	160.00	960.00
Concrete Inlets, Type "G-1"	30	only	150.00	4,500.00
Concrete Inlets, Type "G-2M"	15	only	270.00	4,050.00
Concrete Inlets, Type "G-2MA"	10	only	320.00	3,200.00
6-inch Drain Pipe	5,200	lin.ft.	1.25	6,500.00
Special Filter Material in Drains	800	cu.yd.	6.60	5,280.00
Guard Rail, Type 1	470	lin.ft.	2.70	1,269.00
Guard Rail, Type 2	550	lin.ft.	3.50	1,925.00
Guard Rail, Type 2A	3,000	lin.ft.	4.00	12,000.00
Median Barrier	200	lin.ft.	5.80	1,160.00
Guard Rail Anchors	13	only	250.00	3,250.00
Extra for Guard Rail Bridge Connection	9	only	100.00	900.00
Type 3 Fence	18,000	lin.ft.	1.50	27,000.00
Concrete Driveways	145	sq.yd.	6.00	870.00
Concrete Curbs	190	cu.yd.	60.00	11,400.00
Concrete End Pieces	1	only	110.00	110.00
Extra for Asphalt Approaches	8	only	60.00	480.00
Extra for Asphalt Walks	2,760	sq.yd.	2.00	5,520.00
Extra for Asphalt Curbs	4,500	lin.ft.	0.40	1,800.00
Loose Riprap, Class 700	480	cu.yd.	5.60	2,688.00
Guide Posts, W-1	100	only	7.00	700.00
Guide Posts, Y-1	35	only	7.50	262.50
Guide Posts, Y-2	160	only	7.50	1,200.00
Roadside Seeding	24	acre	165.00	3,960.00
Roadside Mulching	24	acre	165.00	3,960.00
Seed Mixture	740	lb.	1.00	740.00
Fertilizer, 22-16-8	80	cwt.	10.00	800.00

Signing

Removal of Existing Sign Installations	All Required (73%)		5,475.00
Painted Wood Sign Posts	All Required (73%)		2,190.00
Sign Support Footings	All Required (36%)		12,600.00
Breakaway Sign Posts	All Required (71%)		1,771.45
Single Sign Supports	All Required		7,200.00
Double Sign Supports	All Required		6,000.00
Butterfly Sign Structures	All Required		3,600.00
Cantilever Sign Structures	All Required (55%)		17,820.00
Sign Bridge Structures	All Required (78%)		77,142.00
Structures Mounts	All Required		5,000.00
Sign Illumination Equipment	All Required (43%)		21,500.00
Type "AA" Signs in Place	2,857 sq.ft.	7.00	19,999.00
Type "C", "D" and "R" Signs in Place	597 sq.ft.	4.00	2,388.00
Type "E", "F", "G" and "M" Signs in Place	398 sq.ft.	4.00	1,592.00
Type "U" Signs in Place	223 sq.ft.	8.00	1,784.00
Thermoplastic Pavement Arrows	6 only	100.00	600.00
Remove Existing Bridges	All Required		100,000.00
			$2,982,150.95
Flagging (60% of contractor's cost)	All Required (55%)		13,750.00
Work by City of Gladstone (Sewer & Water)	All Required		9,690.85
Work by N.W. Natural Gas Co.	Agreed Lump Sum		4,904.37
Work by Oregon City (Fire Alarm)	All Required		1,246.10
Work by Park Place (Water)	Agreed Lump Sum		1,549.07
Work by P.G.E. Co.	All Required		12,357.59
			$ 43,497.98
	Subtotal		$3,025,648.93
	*10% Engr. & Cont.		301,904.07
	Total		$3,327,553.00

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Type Code 6204

Roadway (A.C. Pavement) (Sta. 660+28 to Sta. 770+83)

Furnishing Field Laboratory Building	1 (45%) only	1,200.00	$ 540.00
Temporary Protection and Direction of Traffic	All Required (45%)		90,000.00
Clearing and Grubbing	All Required (45%)		231,750.00

Removal of Structures and Obstructions	All	Required (45%)		90,000.00
Ditch Excavation	610	cu.yd.	3.00	1,830.00
Embankment Foundation Excavation	104,900	cu.yd.	2.00	209,800.00
General Excavation	34,000	cu.yd.	1.10	37,400.00
Borrow Excavation	1,909,500	cu.yd.	1.00	1,909,500.00
Granular Backfill Material	120,200	cu.yd.	2.30	276,460.00
Trench Excavation	7,900	cu.yd.	5.00	39,500.00
Finishing Roadbed and Slopes	All	Required (45%)		9,000.00
Obliteration of Roadway	3,500	sq.yd.	0.25	875.00
Furnishing and Placing Topsoil	17,000	cu.yd.	2.00	34,000.00
Watering	17,400	M-gal.	3.50	60,900.00
Structure Excavation	330	cu.yd.	4.00	1,320.00
3/4" - 0 Aggregate Base	1,800	ton	5.00	9,000.00
Plant-Mix Aggregate Base	120,600	ton	3.00	361,800.00
Cement Treated Base Mixture	28,300	ton	3.35	94,805.00
Portland Cement in CTB Mixture	1,550	ton	25.00	38,750.00
Asphalt in Seal	80	ton	50.00	4,000.00
Class "B" Asphalt Concrete Mixture	29,400	ton	5.45	160,230.00
Asphalt Cement in Mixture	1,910	ton	35.00	66,850.00
Asphalt in Tack Coat	6	ton	75.00	450.00
3/4" - 0 Aggregate in Prime Coat	190	cu.yd.	5.00	950.00
RC-250 Asphalt in Prime Coat	32	ton	50.00	1,600.00
12-inch Reinforced Concrete Bridge End Panels	430	sq.yd.	15.00	6,450.00
Class "A" Concrete in Box Culverts	50	cu.yd.	70.00	3,500.00
Class "A" Concrete in Walls	138	cu.yd.	90.00	12,420.00
Reinforcement in Box Culverts	8,500	lb.	0.13	1,105.00
Reinforcement in Walls	8,800	lb.	0.13	1,144.00
8-inch Culvert Pipe	410	lin.ft.	2.50	1,025.00
12-inch Culvert Pipe	110	lin.ft.	3.00	330.00
15-inch Culvert Pipe	2,130	lin.ft.	3.50	7,455.00
18-inch Culvert Pipe	800	lin.ft.	4.00	3,200.00
24-inch Culvert Pipe	890	lin.ft.	6.00	5,340.00
30-inch Culvert Pipe	650	lin.ft.	7.00	4,550.00
36-inch Culvert Pipe	180	lin.ft.	11.00	1,980.00
48-inch Culvert Pipe	180	lin.ft.	16.00	2,880.00
12-inch Sewer Pipe	4,120	lin.ft.	4.00	16,480.00
15-inch Sewer Pipe	1,180	lin.ft.	5.00	5,900.00
18-inch Sewer Pipe	1,800	lin.ft.	6.00	10,800.00
24-inch Sewer Pipe	80	lin.ft.	9.00	720.00
30-inch Sewer Pipe	280	lin.ft.	12.00	3,360.00
36-inch Sewer Pipe	260	lin.ft.	15.00	3,900.00
Installing 36-inch Pipe Under Railroad	26	lin.ft.	70.00	1,820.00
Class "A" Concrete in Sewer	16	cu.yd.	40.00	640.00
Reinforcement in Sewers	440	lb.	0.25	110.00
12-inch Paved Culvert End Slopes	4	only	45.00	180.00
15-inch Paved Culvert End Slopes	1	only	50.00	50.00
18-inch Paved Culvert End Slopes	2	only	55.00	110.00
24-inch Paved Culvert End Slopes	2	only	65.00	130.00
30-inch Paved Culvert End Slopes	2	only	80.00	160.00

Concrete Manholes	13	only	400.00	5,200.00
Drop Manholes	4	only	1,200.00	4,800.00
Concrete Slope Protectors	3	only	150.00	450.00
Concrete Inlets, Type "G-1"	78	only	150.00	11,700.00
Concrete Inlets, Type "G-2MA"	5	only	320.00	1,600.00
6-inch Drain Pipe	8,800	lin.ft.	1.25	11,000.00
8-inch Drain Pipe	340	lin.ft.	1.70	578.00
Special Filter Material in Drains	1,200	cu.yd.	6.60	7,920.00
Guardrail, Type 1	490	lin.ft.	2.70	1,323.00
Guardrail, Type 2	3,790	lin.ft.	3.50	13,265.00
Guardrail, Type 2A	10,400	lin.ft.	4.00	41,600.00
Median Barrier	5,000	lin.ft.	5.80	29,000.00
Barricade, Type 2	770	lin.ft.	3.50	2,695.00
Guard Rail Anchors	6	only	250.00	1,500.00
Extra for Guard Rail Bridge Connection	9	only	100.00	900.00
Type 3 Fence	13,000	lin.ft.	1.50	19,500.00
Concrete Walks	760	sq.yd.	5.00	3,800.00
Concrete Driveways	35	sq.yd.	6.00	210.00
Concrete Curbs	380	cu.yd.	60.00	22,800.00
Concrete Islands	70	cu.yd.	55.00	3,850.00
Concrete End Pieces	4	only	110.00	440.00
Extra for Asphalt Approaches	1	only	60.00	60.00
Extra for Asphalt Walks	500	sq.yd.	2.00	1,000.00
Extra for Asphalt Curbs	13,800	lin.ft.	0.40	5,520.00
Loose Riprap, Class 50	1,560	cu.yd.	5.00	7,800.00
Loose Riprap, Class 700	9,220	cu.yd.	5.60	51,632.00
Grouted Riprap	16	cu.yd.	40.00	640.00
Guide Posts, W-1	70	only	7.00	490.00
Guide Posts, Y-1	15	only	7.50	112.50
Guide Posts, Y-2	100	only	7.50	750.00
Adjusting Manholes	1	only	80.00	80.00
Reconstructing Concrete Manholes	9	only	145.00	1,305.00
Capping Manholes	1	only	115.00	115.00
Roadside Seeding	48	acre	165.00	7,920.00
Roadside Mulching	48	acre	165.00	7,920.00
Seed Mixture	1,450	lb.	1.00	1,450.00
Fertilizer, 22-16-8	210	cwt.	10.00	2,100.00
Abernethy Creek Culvert Excavation	27,000	cu.yd.	1.60	43,200.00
Structural Plate Pipe	All	Required		300,000.00
Special Pipe Bedding Material	3,000	cu.yd.	5.00	15,000.00
Special Pipe Backfill Material	19,400	cu.yd.	4.50	87,300.00
Class "A" Concrete in Headwalls and Wingwalls	1,020	cu.yd.	55.00	56,100.00
Reinforcement in Headwalls and Wingwalls	120,000	lb.	0.13	15,600.00
Loose Riprap, Class 100	1,700	cu.yd.	5.60	9,520.00
Loose Riprap, Class 700	5,700	cu.yd.	5.60	31,920.00

Signing

Removal of Existing Sign Installations	All	Required (27%)		2,025.00

Painted Wood Sign Posts	All Required (27%)		810.00
Sign Support Footings	All Required (64%)		22,400.00
Breakaway Sign Posts	All Required (29%)		723.55
Cantilever Sign Structures	All Required (45%)		14,580.00
Sign Bridge Structures	All Required (22%)		21,758.00
Sign Illumination Equipment	All Required (57%)		28,500.00
Type "AA" Signs in Place	1,491 sq.ft.	7.00	10,437.00
Type "C", "D" and "R" Signs in Place	396 sq.ft.	4.00	1,584.00
Type "E", "F", "G" and "M" Signs in Place	71 sq.ft.	4.00	284.00
Thermoplastic Pavement Arrows	3 only	100.00	300.00

Signals

Traffic Signal Installation Complete	All Required		70,000.00

Illumination

Highway Illumination Installation, Complete	All Required		375,000.00
			$5,207,116.05
Flagging (60% of contractor's cost)	All Required (45%)		11,250.00
	Subtotal		$5,218,366.05
	*10% Engr. & Cont.		521,295.95
	Total		$5,739,662.00

*Reduced in accordance with Par. 5 (Project Field Office) of PPM 30-6.

Type Code X028
Box Culvert (Sta. 687+80 to Sta. 688+10)

Class "A" Concrete in Box Culvert	1,070 cu.yd.	70.00	$ 74,900.00
Reinforcement in Box Culvert	205,500 lb.	0.13	26,715.00
			$ 101,615.00

Type Code X781
Gladstone Interchange U'xing (Br. No. 9757) (Sta. "LN" 616+60.38)
Length 350'

Shoring, Cribbing, Etc.	All Required (46%)		$ 4,600.00
Structure Excavation	720 cu.yd.	4.00	2,880.00
Structure Excavation Below Elevations Shown	65 cu.yd.	4.00	260.00
Furnish 12BP53 Steel Piling	3,985 lin.ft.	5.40	21,519.00
Drive Steel Piles	120 only	120.00	14,400.00

Splice Steel Piles	30	Only	35.00	1,050.00
Class "A" Concrete (745 cu.yd.)	All	Required (50%)		75,000.00
Class "AA" Concrete (1,700 cu.yd.)	All	Required (51%)		204,000.00
Prestressing Steel (116,100 lb.)	All	Required (49%)		51,450.00
Reinforcement (475,500 lbs.)	All	Required (49%)		63,700.00
Two Tube Metal Railing	696	lin.ft.	10.00	6,960.00
Pedestrian Handrail	348	lin.ft.	18.00	6,264.00
Preparation of Slopes	750	ssq.yds.	4.00	3,000.00
Concrete Slope Paving	750	sq.yd.	5.50	4,125.00
8-inch Culvert Pipe	250	lin.ft	3.50	875.00
6-inch PVC Pipe	5	lin.ft.	5.00	25.00
8-inch PVC Pipe	70	lin.ft.	7.00	490.00
1-inch Electrical Conduit	85	lin.ft.	2.00	170.00
1 1/4-inch Electrical Conduit	260	lin.ft.	3.35	871.00
1 1/2-inch Electrical Concuit	45	lin.ft.	4.40	198.00
2-inch Electrical Conduit	360	lin.ft.	6.60	2,376.00
Install Telephone Conduit	All	Required (53%)		1,007.00
				$ 465,220.00

Type Code X781

Parkplace Interchange U-xing (Br. No. 9750) (Sta. "L" 659+13) Length 308'

Shoring, Cribbing, Etc.	All	Required (54%)		$ 5,400.00
Structure Excavation	680	cu.yd.	4.00	2,720.00
Structure Excavation Below Elevations Shown	55	cu.yd.	4.00	220.00
Furnish 10BP42 Steel Piling	1,500	lin.ft.	4.50	6,750.00
Furnish 12BP53 Steel Piling	8,880	lin.ft.	5.40	47,952.00
Drive Steel Piles	140	only	120.00	16,800.00
Splice Steel Piles	35	only	35.00	1,225.00
Class "A" Concrete (760 cu.yd.)	All	Required (50%)		75,000.00
Class "AA" Concrete (1,645 cu.yd.)	All	Required (49%)		196,000.00
Prestressing Steel (122,000 lb.)	All	Required (51%)		53,550.00
Reinforcement (499,000 lb.)	All	Required (51%)		66,300.00
Two Tube Metal Railing	608	lin.ft.	10.00	6,080.00
Pedestrian Handrail	308	lin.ft.	18.00	5,544.00
Preparation of Slopes	850	sq.yd.	4.00	3,400.00
Concrete Slope Paving	850	sq.yd.	5.50	4,675.00
8-inch Culvert Pipe	50	lin.ft.	3.50	175.00
6-inch PVC Pipe	105	lin.ft.	5.00	525.00
8-inch PVC Pipe	330	lin.ft.	7.00	2,310.00
1-inch Electrical Conduit	195	lin.ft.	2.00	390.00
1 1/4-inch Electrical Conduit	400	lin.ft.	3.35	1,340.00
1 1/2-inch Electrical Conduit	10	lin.ft.	4.40	44.00
2-inch Electrical Conduit	320	lin.ft.	6.60	2,112.00
Install Telephone Conduit	All	Required (47%)		893.00
				$ 499,405.00

Type Code X031
Clackamas River Bridges (Br. No. 8837A) (Sta. "LN" 630+50 to Sta. "LN" 636+28)

Shoring, Cribbing, Etc.	All	Required		$ 100,000.00
Structure Excavation	1,300	cu.yd.	2.50	3,250.00
Structure Excavation Below Elevation Shown	100	cu.yd.	2.50	250.00
Special Footing Backfill	1,900	cu.yd.	4.00	7,600.00
Furnish 10BP42 Steel Piling	9,315	lin.ft.	4.60	42,849.00
Drive Steel Piles	243	only	100.00	24,300.00
Splice Steel Piles	60	only	35.00	2,100.00
Class "A" Concrete (2,096 cu.yd.)	All	Required		250,000.00
Seal Concrete	280	cu.yd.	30.00	8,400.00
Reinforcement (469,000 lb.)	All	Required		75,000.00
Stress Rod Units	6	only	1,800.00	10,800.00
Structural Steel (1,071,300 lb.)	All	Required		400,000.00
Metal Parapet Railing, Single Pipe	2,353	lin.ft.	7.00	16,471.00
8-inch Culvert Pipe	55	lin.ft.	4.00	220.00
1 1/4-inch Electrical Conduit	1,300	lin.ft.	3.35	4,355.00
				$ 945,595.00

Type Code X121
Parkplace R.R. O'xing (Br. No. 9727) (Sta. E644+35 to Sta. E666'+43) Length 208'

Shoring, Cribbing, Etc.	All	Required (86%)		$ 8,600.00
Structure Excavation	800	cu.yd.	3.50	2,800.00
Structure Excavation Below Elevation Shown	80	cu.yd.	3.50	280.00
Furnish 12BP53 Steel Piling	7,200	lin.ft.	5.40	38,880.00
Drive Steel Piles	96	only	150.00	14,400.00
Splice Steel Piles	24	only	35.00	840.00
Class "A" Concrete (1,710 cu.yd.)	All	Required (33%)		181,500.00
Reinforcement (581,000 lb.)	All	Required (32%)		73,600.00
Two Tube Metal Railing	414	lin.ft.	10.00	4,140.00
Pedestrian Handrail	208	lin.ft.	18.00	3,744.00
8-inch Culvert Pipe	200	lin.ft.	3.50	700.00
1 1/4-inch Electrical Conduit	480	lin.ft.	3.35	1,608.00
Install Telephone Conduit	All	Required		600.00
				$ 331,692.00

Type Code X221
Main Street O-xing, (Br. No. 9702) (Sta. "L" 696+72 to Sta. "L" 698+86)

Shoring, Cribbing, Etc.	All Required (14%)		$ 1,400.00
Structure Excavation	2,900 cu.yd.	3.50	10,150.00
Structure Excavation Below Elevation Shown	260 cu.yd.	3.50	910.00
Furnish Treated Timber Piling	35,440 lin.ft.	1.50	53,160.00
Drive Timber Piles	616 only	100.00	61,600.00
Drilling Pile Holes	10,000 lin.ft.	1.25	12,500.00
Class "A" Concrete (3,529 cu.yd.)	All Required (67%)		368,500.00
Reinforcement (1,112,000 lb.)	All Required (68%)		156,400.00
Metal Parapet Railing, Single Pipe	435 lin.ft.	7.00	3,045.00
Preparation of Slopes	2,600 sq.yd.	4.00	10,400.00
Concrete Slope Paving	2,000 sq.yd.	5.50	11,000.00
Berm Paving	500 sq.yd.	3.50	1,750.00
Slope Paving Curb	330 lin.ft.	4.00	1,320.00
8-inch Drain Pipe	540 lin.ft.	2.50	1,350.00
Special Filter Materials in Drains	10 cu.yd.	6.60	66.00
8-inch PVC Pipe	140 lin.ft.	7.00	980.00
2-inch Electrical Conduit	220 lin.ft.	6.60	1,452.00
			$ 695,983.00
	Subtotal Structures		$3,039,510.00
Railroad Protective Cost	All Required		$ 10,000.00
	Subtotal		$3,049,510.00
	10% Engr. & Cont.		304,951.00
	Total		$3,354,461.00
Pacific N.W. Bell (Conduits)	All Required		(2,500.00)
	Total		$3,351,961.00

Length of Roadway PCC --- 1.011 miles
Length of Roadway AC --- 0.855 mile
Length of Structures (3) - 0.156 mile

Total Length of Project 2.022 miles

Cost of Roadway per mile PCC --- $3,291,348.16
Cost of Roadway per mile AC --- $6,485,493.79

Items Retained in Program Status

Work by Southern Pacific Co.	All Required	$ 42,000.00
Pavement Striping	All Required	1,500.00
Work by Pacific N.W. Bell	All Required	1,000.00
Remove Signals and Telephone Interconnect	All Required	4,500.00
Slide Correction (Borrow Area)	All Required	100,000.00
	Subtotal	$ 149,000.00
	10% Engr. & Cont.	14,900.00
	Total	$ 163,900.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway PCC	$ 3,327,553.00	$ 3,069,000.00	$258,553.00
Roadway AC	5,739,662.00	5,295,000.00	444,662.00
Structures	3,351,961.00	3,091,000.00	260,961.00
Subtotal	$12,419,176.00	$11,455,000.00	$964,176.00
Retained in Program	163,900.00	150,000.00	13,900.00
Total	$12,583,076.00	$11,605,000.00	$978,076.00

G-1-100%

Contract No. 7389

Prefix - 603-1009

GLADSTONE INT.-OREGON CITY INT. SECTION

Oregon City Fire Alarm Facility

Material	$1,129.05
Equipment	182.80
Labor	1,240.00
Total	$2,551.85

Required work by State Const. $\frac{3760}{4400}(2551.85) = 2180.67$

Est. Cost to State $\frac{4}{7}(2180.67) = \$1,246.10$

City of Gladstone Water and Sewer Line

Engineering and Supervision	1,200.00
Water Line Adjustment	6,983.25
Sewer Line Adjustment	1,507.60
Total	$9,690.85

Parkplace Water District

Engineering	$ 84.11
Labor	295.00
Material	714.96
Equipment	455.00
Total (Lump Sum Agreement)	$1,549.07

Northwest Natural Gas Company

Labor	$1,652.48
Material	716.83
Overhead	1,885.46
Equipment Cost	649.60
Total	$4,904.37

Portland General Electric

Installation Cost	$16,476.79
State Share (75%)	$12,357.59

#7389

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: August 27, 1975

In reply refer to: 1041DA

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Intch - Oregon City Intch.

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter of August 6, concerning State Force Order No. 15, and Mr. Rulien's letter of August 21, 1975.

The use of State Forces to replace two existing signal controllers with one 5-phase and one 3-phase fully activated controllers with cabinets is approved as being in the public interest under the provision of the FAM for the following reasons:

1. The contractor has completed his work and moved off the project.
2. The State has the signal equipment in stock and trained men and specialized equipment to perform the work most economically and expeditiously.

The work to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of the FAM.

Federal participation will be based on the actual cost of the work less salvage value if applicable. The estimated total costs of the work to be done under this order is $8,655 with Federal participation of $7,984.

G. L. Green

Enclosure
State Force Order No. 15

cc:
Washington D.C. (HHO-32)

RECEIVED
AUG 29 1975
Office of
Assistant State Highway Engineer

8-29-75 [illegible]

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

NOT H.S.CO.

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7389
Order No. 15

Section Gladstone Int. - Oregon City Int. Date July 21, 1975
Highway East Portland Frwy. F.A.P. No. I-205-7(14)299
County Clackamas Prefix 603-1009 Account No. 276-15

Description of Work To Be Done:

Replace 2 existing signal controllers with 1, 5 phase & 1, 3 phase fully actuated controllers with cabinets (complete).

Approval Recommended as of 7-16-75
HB

Location by Station Numbers:

Lt. 99E 24+80
Lt. 99E 30+20 (See attached T.E.D. Drwy. No. 2329)

APPROVED EFFECTIVE DATE 7-16-75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist Engineer
DATE 8/8/75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

$ 17,000.00	Materials
$ 3,000.00	Labor & Misc.
$ 20,000.00	Total

Explanation:

The existing controllers, installed in 1968, do not perform properly with the controllers installed in 1972. This causes delays and potential hazard. All work to be performed by State Forces. (Contract work has been completed on this project).

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 12,878,636.62
Present estimate of project cost, including $ 20,000.00 for work under this order	$ 13,212,748.96
Expected ~~under-run~~ over-run (amount)	$ 334,112.34
Expected ~~under-run~~ over-run (per cent)	2.59

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: .... Regional Engineer

Approved: .... Construction Engineer

#7389

45

Pro 6-2

August 21, 1975

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM:
L. W. Rulien
Project Management Engineer

SUBJECT: Project No. I-205-7(14)299
Gladstone Interch.-Oregon City Interch.
Section

The subject project had final acceptance by your office on October 11, 1974, however the final voucher has not yet been submitted on the project. Subsequent to final acceptance it has been determined that two traffic signal controllers installed under Project No. I-205-7(10)298 do not perform properly in conjunction with other controllers installed under the subject project. We therefore request your approval to reopen project I-205-7(14)299 for the eligible costs necessary to replace these signal controllers. Additional information including a State Force Order for accomplishing the work was included in Construction Engineer C.T. Keasey's letter of August 6, 1975.

The signal controller left of 99E at station 24+80 was outside the area of interstate participation and was originally installed with State Funds, therefore the cost for replacing this controller, estimated at $11,345 will be coded nonparticipating leaving an estimated eligible total cost of $8,655 with $7,904 in federal funds.

Enclosed are three copies of a revised project agreement estimate and modification of project agreement to include the revisions of the traffic signal controller at station 30+20.

CL:dc
Enclosure

cc: C. T. Keasey
D. E. Swan
V. E. Skoog

1 3 [illegible] 10-3-74

STATE COPY

cc: OSHD (H S Cou :)
Wash DC (HNO-32)

U.S. [illegible]ARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 29	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT October 3, 1974	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-205-7(14)299
COMPLETION DATE February 28, 1973	ACCEPTANCE DATE BY CONTRACT AGENCY March 5, 1974	TIME ELAPSED 111 %	CONTRACT TIME 630 CWD
APPROVED EXTENSIONS 70 CWD	LOCATION The project extended from West Linn Bridge north 1.866 miles near the City of Gladstone.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structures, Signing, Signals & Illumination

This project provided for theconstruction of approximately 2 miles of six-lane Interstate freeway in an urban area. The contract work includes six lanes of continuously reinforced concrete pavement, three complete interchanges, permanent signing, continous illumination and traffic signal facilities on major interchange ramp-crossroad intersections. The illumination included high-level tower lighting at the interchanges.

All contract work was completed in reasonably close conformance with the plans and specifications on February 28, 1973 at a final cost of $11,210,145.44, or 0.17% below the authorized amount of $11,278.777. The work was accepted by the FHWA on November 39, 1973 after the removal of mud stains from the caps and columns of the West Linn Bridge and the installation of the protective guardrail in front of the cantilever sign structure (as discussed in the final construction inspection report).

All overruns and underruns have been satisfactorily explained (copy attached to the Division Office copy of this report).

RECEIVED
16 1974

10-16-74
Const.
cy

Acceptance of the project is recommended.

*NOTE: Not applicable for direct federal projects.

NOTED
H.S. COULTER

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Original signed by E. J. Valach ~~Dist Engineer~~	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE 10/11/74

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7389

September 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(14)299

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7389 Work Completed February 28, 1973

Project Gladstone Intchge. - Oregon City Intchge.

Highway East Portland Freeway

County Clackamas

Acceptance: Transportation Commission March 5, 1974

Federal Highway Administration November 30, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:vm

cc: V. E. Skoog

7389

September 9, 1974

Mr. James Martin
Attorney at Law
3105 Seattle 1st Nat. Bank Bldg.
Seattle, Washington 98154

Dear Mr. Martin:

This is a follow up to our telephone conversation of September 6 concerning the filing of claims on two State Highway contracts.

Contract No. 7337, Gordon H. Ball, Inc., for grading, paving, structures and signing of the La Grande Section of the Old Oregon Trail in Union County was completed on June 18, 1972, and accepted on March 7, 1973.

The other Gordon Ball Contract No. 7389 for the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County was completed on March 1, 1973, and accepted on March 5, 1974.

Attached are excerpts from the Oregon Revised Statutes relating to public contracts. The portion relating to the notice of claim is outlined on Page 2 and 3, and the action by claimant on contractor's bond is listed on Page 3 of the excerpts.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

7389

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 15, 1974

Mr. Alfred Simonson, General Mgr.
City of Oregon City
City Hall
Oregon City, OR 97045

Billing for City's Share of Water & Sewer Line Adjustments
Gladstone Intch.-Oregon City Intch. Section
East Portland Freeway
Project No. I-205-7(14)299
Contract No. 7389

Dear Mr. Simonson:

Your letters dated April 15 and June 23, 1970 requested the State to adjust your water and sewer facilities which were in conflict with this project. It was determined that the most practical method of accomplishing this was to negotiate a price agreement with the State's contractor. This was done, and our letter dated August 11, 1970 set out the schedule of costs of the City's share of this work. Also included with our August 11 letter was a copy of the price agreement with the contractor detailing unit costs and estimated quantities. Your letter dated September 14, 1970 approved the unit costs and the proposed work.

We now have the final quantities. Attached is a schedule showing the final quantities and the cost to the City for its share of the work. This schedule follows the same foremat as the original.

Your check should be made payable to the Oregon State Highway Division and sent to the attention of Mr. J. E. Chidsey, Room 314 State Highway Building, Salem, OR 97310.

NOTED
R. L. SCHROED

RECEIVED
16 1974

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

If you have any questions or require additional information, please contact Dick Rumbolz or me.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk
Attach.

bc: R. L. Schroeder
V. E. Skoog
Attn: Jess Jones
E. D. Hardt
Dick Rumbolz

#7389

April 4, 1974

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

[redacted]

A&R 439

See Contracts - #7748 & #7660

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering a frontage road on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

H. S. Cox (conf. agree. att.)

7389

March 18, 1974

American Insurance Company
Attention: Fidelity & Surety
Department
921 S.W. Washington Street
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park CA 94025

Gentlemen:

On March 7, 1974, we wrote to you concerning release of final payment on Contract No. 7389 awarded to Gordon H. Ball, Inc., for work on the Gladstone Interchange-Oregon City Interchange Section of the E. Portland Freeway in Clackamas County.

Final payment on this contract is $125,000 and the total contract amount is $12,150,515.13, including $184,998.55 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Gordon H. Ball, Inc.
P. O. Box 897
Renton, WA 98055

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
E. L. Hardt

7389 5

March 7, 1974

American Insurance Co.
921 S.W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Co. AIR MAIL
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7389 awarded to Gordon H. Ball, Inc., for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County was completed on March 1, 1973, and accepted by the Administrator and State Highway Engineer on March 5, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 12, 1974.

You have been previously notified of claims filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fm

cc Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

C. V. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7389

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 5, 1974, I accepted the following:

Contract No. 7389 , Work Completed Feb. 28, 1973

Project Gladstone Interchange - Oregon City Interchange

Highway East Portland Freeway County Clackamas

Type of Work Grading,Paving,Structures,Signing,Signals & Illumination

Contractor Gordon H. Ball, Inc.

Administrator & State Highway Engineer

7389 s

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Gladstone Int. - Oregon City Int. Section	WEEK ENDING March 1, 1974
		SECTION PREFIX 603-1009
	HIGHWAY East Portland Freeway	COUNTY Clackamas
NAME OF JOB Gladstone Int. - Oregon City Int. Sec.	KIND OF WORK Grading, Paving, Signs, Signals, Structures & Illumination	
CONTRACTOR Gordon H. Ball, Inc.	CONTRACT NUMBER 7389	FEDERAL AID PROJECT NUMBER I-205-7(14)299
DATE OF CONTRACT June 10, 1970	DATE WORK STARTED June 8, 1970	ESTIMATED COMPLETION DATE February 28, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION. 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS Work 630	WORK DAYS USED CALENDAR DAYS USED Work *700
PROJECT AUTHORIZATION. $12,878,636.62	SPECIFIED COMPLETION DATE November 30, 1973	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $11,962,822.46	ENGINEERING AUTHORIZATION $915,814.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $12,135,646.40	ENGINEERING COST TO DATE $927,805.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101
ESTIMATED PERCENT: OVERRUN 1.44%	PERCENT OF AUTHORIZATION 101%	DATE PROJECT WAS COMPLETED: February 28, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK) *70 day extension

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100			100 A.C.	100 P.C.C.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.02	2.02		2.02	2.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.02	2.02		2.02	2.02
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,850,500	281,400		51,600	44,800
TOTAL QUANTITIES CORRECTED TO DATE	2,804,578	248,476		54,200	61,719
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,804,578	248,476		54,200	61,719
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9865	8837A	9750	9727	9702	9757	12 x 12	
PERCENT	100	100	100	100	100	100	100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Feb. 24 SUNDAY	Cloudy			
Feb. 25 MONDAY	Showers am Partial Clearing pm			
Feb. 26 TUESDAY	Rain			
Feb. 27 WEDNESDAY	Showers			
Feb. 28 THURSDAY	Showers am Overcast pm			
Mar. 1 FRIDAY	Rain am Windy pm			
Feb. 23 SATURDAY	Cloudy			

Koasey K
Bond 3
Jacklund 9
Hersit
Johnsen
Walker

RECEIVED S

CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Feb. 24 SUNDAY	No activity
Feb. 25 MONDAY	No activity
Feb. 26 TUESDAY	No activity
Feb. 27 WEDNESDAY	No activity
Feb. 28 THURSDAY	No activity
Mar. 1 FRIDAY	No activity
Feb. 25 SATURDAY	No activity

REMARKS

Final payment has been made on this project, and this will be the last weekly report.

K

Maurice D. Payne

SIGNED Maurice D. Payne LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

72-8-5

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-205-7(14)299

SUBJECT Request Contract Acceptance

Contract 7389, Work Completed February 28, 1973

Project Gladstone Interchange-Oregon City Interchange

Highway East Portland Freeway

County Clackamas

Cleaning of the West Bridge columns requested by your office has been completed.

We request that your office return a signed copy of this letter indicating your final acceptance of the contract work.

Acceptance Date November 30, 1973

Conditions not acceptable: None

for Malach
G. L. Green
Division Engineer

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 6 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VG:lsk

cc: F. B. Klaboe ✓
L. H. Young

Cpy to Constr
12-6-73

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7389

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1973

SUBJECT:
Gladstone-Oregon City
Contract No. 7389
Contract Claims

To:
L. W. Rulien
Regional Engineer

FROM:
John A. Bond
Construction Administration Engineer

In accordance with our recent discussion, I have now also discussed the status and outlook of the claims on this contract with Mr. Coulter. The way the record stands, the contractor submitted a five-part claim totaling $611,438.90. Only one or two of these could be regarded as measurement and payment type of claims. We can fault the contractor about adequate notice on at least part of them.

After some study and one meeting with the contractor here on May 30, we have found some merit in an overall compromise lump sum settlement which you offered to the contractor under date of June 20 in the amount of $61,000. The contractor replied under date of August 10 rejecting the State's offer but making a counter offer in the amount of $250,000. I particularly note that this letter does not request a claim board review and merely says they would be glad to discuss this further.

We cannot begin to justify the $250,000. We believe even the $61,000 offer was based on concessions and interpretations in the contractor's favor to the extent that we do not clearly "owe" the contractor this amount. This could only be justified as an overall settlement of all claims.

Mr. Coulter agrees we should hold to this position at this point. We therefore suggest that you respond to the contractor's August 10 letter rejecting his counter offer and putting the claims in the status of being rejected in their entirety. If the contractor then wants to negotiate further, we would do so. If he wishes to move on to a claims board review, he should request it in writing and a date would be arranged.

JAB:fw

cc H. S. Coulter

RECEIVED
SEP 21 1973
Office of
Assistant State Highway Engineer

7389

5

September 7, 1973

Robinson & Robinson
54 "J" Street N.E.
Ephrata, Washington 98823

7344

Dear Mr. Robinson:

In reply to your letter, received August 31, the final quantity for Type 3 Fence was 27,866.90 lineal feet.

Very truly yours,

L. H. Young
Office Engineer

VG:pr

ROBINSON & ROBINSON
54 "J" STREET N. E.
EPHRATA, WASHINGTON 98823

Re: Gladstone-Interchange
Oregon City
Contract No. 7389

Oregon State Highway Dept.
Salem, Oregon

Dear Sirs:

Please send by return mail the final footage on fence , type 3, Item 77 on the above job.

I was the sub-contractor on fence.

27,866.90 Lin ft

Thanking you in advance.

Sincerely yours,

LC Robinson

L.C. Robinson
Robinson & Robinson

In reply to your letter, received August 31, 1973, the final quantity for Type 3 Fence was 27,866.90 linear feet.

RECEIVED
AUG 3 1 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Young

RECEIVED
AUG 3 1 1973
OFFICE ENGINEERING SECTION

Vince

7389

Salem, Oregon

July 11, 1973

Walt Hart, Bridge Engineer

E. S. Hunter
Assistant State Highway Engineer

Park Place Interchange
Gladstone-Oregon City Section 7389
East Portland Freeway

Attached is pertinent correspondence regarding the need for supplemental illumination on the subject section.

According to Mr. Rulien's latest letter, this matter has been discussed with FHWA representatives and they are agreeable to participating in the additional lighting.

Please include the additional Park Place Interchange lighting in the Lake Road contract.

ESH:jf
Attachment

cc: F. B. Klaboe
A. E. Johnson
C. T. Kessey
L. E. George
L. W. Rulien

7-11-73 - The entire file was sent to Walt Hart. No copies were made.

7389

5

1859

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
H. S. COULTER

June 20, 1973

Routing
2 ...y
1 Bond
Jackmond
Hardt
3 Johnson
Walker
Fusco
Glenn
Berg

RECEIVED
JUN 21 1973
CONSTRUCTION
SECTION

JOSEPH L. FARRELL
Project Manager
Gordon H. Ball, Inc.
Box 151
Oregon City, OR 97045

CLAIM MEETING May 30, 1973
Oregon City Interchange-Gladstone Interchange
Contract #7389

We have reviewed the five claims which you presented to us on the subject contract and which were the subject of our mutual review and discussion at the meeting of May 30, 1973.

We have previously had meetings and discussions concerning various job items and have been quite successful in adjusting out differences to our mutual satisfaction. We share a desire to work out these matters insofar as possible and avoid the necessity for protracted negotiations and for litigation.

With this thought in mind we reviewed at length the remaining five claims. In some instances we believe that a basis for claim is lacking. In other instances, in exercising the hindsight that is now available to us, we believe that the possibility does exist for some adjustments. Therefore, I am prepared to recommend a price agreement for a settlement in the range of $61,000, if such a price agreement would constitute a settlement of all of the outstanding claims on this project.

L. W. RULIEN
Regional Engineer

6-21-73
Copies to
HS Coulter
Jack [illegible]
pr. John Bond
FW

cc Bob Ferguson

LWR/cr
bc John Bond
Maury Payne

RECEIVED
JUN 22 1973
Office of
Assistant State Highway Engineer

E-125

7389

Mat 4 5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 26, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

FROM Walter J. Hart
Walter J. Hart
Bridge Engineer

cy - Edwards
Mabee
6-2-72

SUBJECT Out-of-state Structural Steel Inspection Costs

Attached is a tabulation showing structural steel inspection costs on certain contracts as performed by outside agencies.

The tabulation also shows an estimated cost for inspection using Oregon State Highway Division personnel. The tabulation indicates that inspection by Oregon Highway personnel would be slightly less than the cost actually incurred except in two instances. Inspection by the State of Utah on Contract 7539 was at an exceptionally low rate of $2.95 per ton. This is considerably below our estimate for inspection by Oregon state personnel and probably reflects the fact that several projects were being fabricated simultaneously. Inspection by Pittsburgh Testing Laboratory for Contract 7389 was done in Japan at a rate of $17.50 per ton. Our estimate for inspection by Oregon state personnel in Japan is slightly higher at a rate of $~~18.40~~ 19.50 per ton.

The following items were used in estimating inspection costs by Oregon State Highway personnel:

- A. Inspector's basic salary plus 27% payroll burden.
- B. Expense account allowance of $15 per day.
- C. Transportation costs.
- D. Miscellaneous Expenses.
- E. Supervising engineers' periodic on-site inspections.

Under Item C, Transportation costs, it is assumed the inspector would use an Oregon State Highway Division vehicle while on the job and to transport himself to and from the fabrication plant, providing the plant is within the continental United States. One hundred dollars per month is allowed for use of the state-owned vehicle. In Japan a rate of $200 per month is used. This is lower than the price quoted by commercial rent-a-car companies.

NOTED
A. E. JOHNSON

However, it is felt that transportation arrangements in Japan can be made within the amount allowed. Travel to and from Japan by air is also included.

RWE:ag:dh
Attachment

cc John Jenkins
J. H. Wood

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STRUCTURAL STEEL INSPECTION COSTS

Following are inspection costs for several selected projects.
PTL = Pittsburgh Testing Laboratory

Contract	Name	Inspector	Type	Cost	Estimated Cost for Oregon State Inspection
7151	Tualatin R.-Pacific Hwy.	Calif.	Fab.	15.00/Ton	$13.44/Ton
7276	Fremont Superstructure [Str. Steel only - no castings. Fab. in Calif. & Indiana]	PTL	Fab.-Paint	9.91/Ton	11.84/Ton
7337	LaGrande	Northern Testing Boise	Fab.	18.22/Ton	13.21
7539	Richland Int.-S.Baker Int.	Utah	Fab.	2.95/Ton	14.32
7389	Gladstone Int.-Oregon City [Fab. in Japan]	PTL	Fab.-Paint	17.50/Ton	19.50

7389

OREGON STATE HIGHWAY DIVISION

Claim 4791

FILED
MAY 18 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-25-73 HO

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1973

General Insurance Co. of America
Safeco Plaza
Seattle, Washington 98185

Gentlemen

This is to acknowledge receipt of your May 14 letters advising us of claims for yourself and Rock Products, Inc., against Gordon H. Ball, Inc.

The first claim in the amount of $424,195.68 appears to be against Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The second claim in the amount of $63,338.74 appears to be in reference to Contract No. 7660 for work on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway in Clackamas County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025, and the American Insurance Company, 921 S. W. Washington Street, Portland, Oregon 97205, furnished the performance bond on this contract. We will advise them of the receipt of your amended claim letters and will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Gordon H. Ball, Inc.
Argonaut Insurance Company
American Insurance Company

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

AMENDED NOTICE OF UNPAID CLAIM

To: Honorable Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, General Insurance Company of America, Inc., for itself and as assignee of Rock Products, Inc., has a claim for labor performed and materials, supplies and equipment furnished by General Insurance Company of America, Inc. and Rock Products, Inc., and incorporated into the law, in the sum of $424,195.68 against the bond taken from Gordon H. Ball, Inc., as principal, and The American Insurance Company and Argonaut Insurance Company, as co-sureties, for the work of grading, paving, structures, signing, signals and illumination of the Gladstone Interchange -- Oregon City Interchange section of the East Portland Freeway, in Clackamas County, being OSHD Contract No. 7389.

DATED, May 14th, 1973.

GENERAL INSURANCE COMPANY OF AMERICA

By ____________________

RECEIVED
MAY 16 1973
OREGON
STATE HIGHWAY COMMISSION

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

3-21-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 28	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 3/21/73	INSPECTION MADE BY W. H. Bryant, Area Engineer		PROJECT NO. I-205-7(14)299
IN COMPANY WITH Don Walley, Reg Constr Engr, OSHD; M. Payne, Res Engr, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

COPY SENT
APR 05 1973
REGIONAL OFFICE

GLADSTONE-OREGON CITY SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structures, and Signing

All contract work except as noted below was completed in reasonably close conformance with the plans and specifications on March 1, 1973, at a final estimated cost of $11,976,689, including price agreements and extra work orders. A total of 700 calendar workdays were used in completing the work as compared to the 630 calendar workdays specified. An additional 70 calendar workdays were approved on April 10, 1972 in conjunction with Price Agreement #22 which provided for the substitution of CRPCCP in lieu of the planned asphaltic concrete pavement between Stas 660+28 and 707+83.

During the inspection it was noted that for some undetermined reason a run of protective guardrail in front of the cantilever sign structure for the southbound exit at the Gladstone Interchange had not been installed as planned. The State is presently investigating the possibility of deleting the work from this contract and installing the rail under a price agreement on the adjacent project presently under contract to the same contractor. Approval of this procedure at no increase in cost is recommended. In addition, the removal of mud stains from the columns and caps of the Willamette River (West Linn) Bridge which resulted from the contractor's hauling of embankment material from the West Linn slide and borrow area remains to be completed prior to final acceptance of the project.

4-6-73
cy [illegible]

Price Agreement #31 in the amount of $348.45 credit is currently being processed by the State. This agreement covers the assessment of liquidated damages for the use of aggregate base and cement-treated base which failed to meet specification requirements.

(more)

RECEIVED
STATE HWY ENGR
APR 6 73
REFER TO [illegible]
FOR
Info
Invs
AID
DIR
Sign
Act
File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

The contractor has indicated that he intends to submit a claim covering several items of work. The items involved and the exact amount of the claim are at present not clear; however, each will be fully evaluated upon receipt of a formal claim.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements except as noted above.

Project records also indicate that the contractor fulfilled the EEO requirements of the contract in an acceptable and timely manner.

NOTED
H. S. COULTER

OREGON STATE
HIGHWAY DIVISION

7389

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 16, 1973

TO
V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7389, Work Completed (Revised) February 28, 1973

Project Gladstone Intchge.-Oregon City Intchge.

Highway East Portland Freeway

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

Conditions not acceptable: Mud stains on the caps and columns of the West Linn Bridge. These stains are the result of the contractor's hauling operation between the project and the West Linn slide area.

3-28-73
Constr.
TAA
cy Gallagher

for

V. V. Cusack
Acting Division Engineer

RECEIVED
STATE HWY ENGR
MAR 28 73
REFER TO
Coulter - TAA
FOR
Info | Invs | R/D | D/R | Sign | Act | File

✓cc: F. B. Klaboe
L. H. Young

5

OREGON STATE HIGHWAY DIVISION

7389

HIGHWAY BUILDING • SALEM, OREGON • 97310

[illegible] H. S. COULTER

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE March 14, 1973

Federal-aid Project No. I-205-7(14)299

FROM ORIGINAL SIGNED BY
R. D. [illegible]
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7389 Work Completed March 1, 1973

Project Gladstone Intchge - Oregon City Intchge

Highway East Portland Freeway

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Conditions not acceptable: The installation of approximately 150 ft. of protective guardrail in front of the cantilever sign structure (Sign #50) at Sta 607+30 remains to be completed.

V. V. Cusack
Acting Division Engineer

cc: F. B. Klaboe
L. H. Young

RECEIVED
STATE HWY ENGR
MAR 28 73
REFER TO
Coulter – TAA
FOR
Info | Inves | R/D | DIR | Sign | Act | File

3-28-73
Constr.
TAA
cy Gallagher

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OREGON STATE
HIGHWAY DIVISION

7389

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 28, 1973

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-205-7(14)299

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7389 State Force Order No. 13

Project Gladstone Intchge.-Oregon City Intchge.

Highway East Portland Freeway

County Clackamas

The order covers State forces replacing existing Sign No. 64 with a new sign which adds "Redland" to the destinations. It is in the publics interest for State forces to perform this work inasmuch as the contractor has substantially completed his work.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $324.00 with Federal participation of $291.60. Reimbursement on an actual cost basis is requested.

This work was requested by your office following your inspection of January 9, 1973. This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on February 16, 1973.

Your approval as of February 16, 1973 is requested.

Attach.

JK:dgk

5

7389

February 5, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Oregon Project I-205-7(14)299 — #7389
Gladstone-Oregon City Section
Phase Inspection on Signing

Your January 22 letter concerning the project stage inspection report submitted by Area Engineer Wally Bryant on the signing phase of this work pointed out some possible shortcomings in our sign layout.

We would be happy to meet with personnel from your office to discuss the findings and recommendations in more detail. Please advise a tentative date and we will try to have the appropriate staff people present.

With regard to the "YIELD" signs at the Oregon City Interchange and the ramp terminal indication for "REDLAND", we will have these signs corrected and/or installed as discussed with Mr. Valach and Mr. Bryant. This work will be done by State forces under the present contract.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Walt Hart
L. E. George
L. W. Rulien

CTK:fw ja

FORM 6-30 (REV. 10-68)

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR

Inf.	Yes	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1973

SUBJECT: Gladstone-Oregon City
I-205-7(14)299

To: A. E. Johnson
Deputy State Highway Engineer

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

Attached is a rough draft reply to the January 22, 1973 letter from Glen Green, FHWA, regarding the signing on the subject project.

I discussed this report with Mr. Valach and Mr. Bryant and they indicated that the only corrections requested under this project would be changing the "YIELD" signs to the current standards, and the addition of the "REDLAND" destination sign at the northbound Park Place off ramp terminal.

Mr. Bryant indicated approval for participation on doing this work with State forces due to the stage of the work (98 percent complete).

I am asking Mr. Rulien, by a copy of this letter, to submit a State Force work order to accomplish this work.

CTK:fw
Enc.
cc: H. S. Coulter
L. E. George
L. W. Rulien - Replace "YIELD" signs at northbound Oregon City off ramp with new standard signs and if possible eliminate one of the two. Also, add "REDLAND" destination sign at northbound Park Place Interchange off ramp terminal. Do with State forces. FHWA has indicated tentative approval and participation (Bryant, 1-31-73).

Cy-Wallstand
2-5-73

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 22, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
[illegible]
FOR
Info | ... | I/D ✓ | D/R | Sign | Act ✓ | File

cy [illegible]

SUBJECT: Oregon Project I-205-7(14)299
Gladstone-Oregon City Section
Phase Inspection on Signing

Attached is a copy of a project stage inspection report covering the signing phase of the work on the subject project. As can be seen from the report, all of the findings, except the first one, are based on practices recommended in the MUTCD.

Personnel from this office would be pleased to discuss these findings and recommendations in more detail with appropriate State personnel. In the meantime, it is recommended that steps be taken to replace the existing yield signs, discussed under Finding #1, with conforming "red on white" panels as required by the MUTCD. This revision could be accomplished under the current project as a participating item of work.

Routing
RECEIVED
[illegible]
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

2-2-73 Copies to:
L. W. Rulien
M. D. Payne
V. L. Gallagher
Paul Hatcher
fw

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 27	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 1/9/73	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-205-7(14)298
IN COMPANY WITH M. Payne, Resident Engineer, OSHD.			
QUALITY OF WORK * Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 98 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

COPY SENT
JAN 23 1973
REGIONAL OFFICE

GLADSTONE - OREGON CITY SECTION
EAST PORTLAND FREEWAY
Grading, Paving, Structures, and Signing

Phase Inspected: Signing

SCOPE OF INSPECTION

The purpose of this inspection was to perform a field review of the permanent signing. The inspection included an operational review and field observation of the signing in place to determine its effectiveness in guiding an unfamiliar driver or stranger efficiently on his way and to ascertain relative conformance with the approved project plans, including revisions, as well as the 1971 edition of the MUTCD. Also in order to insure signing continuity, the signing ~~and~~ on immediate adjacent sections of freeway were included in the review.

FINDINGS AND RECOMMENDATIONS

In general, the signing was found to be in reasonably close conformance with the approved plans but not the MUTCD. As can be seen from the following findings there remains a continuing need for reevaluation and upgrading of signing on not only completed projects, but on current and future projects as well. A careful and comprehensive reevaluation of the State's present signing practices is recommended.

Finding: The yield signs installed adjacent to the "A" line and "D" line ramps (black on yellow) do not conform with the requirements of the MUTCD relative to color (see photos #1 and #2). In addition the use of two yield signs in such a relatively short distance as that on the "A" line ramp is questionable since section 2B-9 of the MUTCD indicates that a yield sign should be erected in the same manner, and at the point where a vehicle is to stop if necessary to yield the right-of-way.

Recommendation: It is recommended that one of the two signs adjacent to the "A" line ramp be eliminated and the remaining two signs be replaced with the conforming red on white sign.

(more)

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

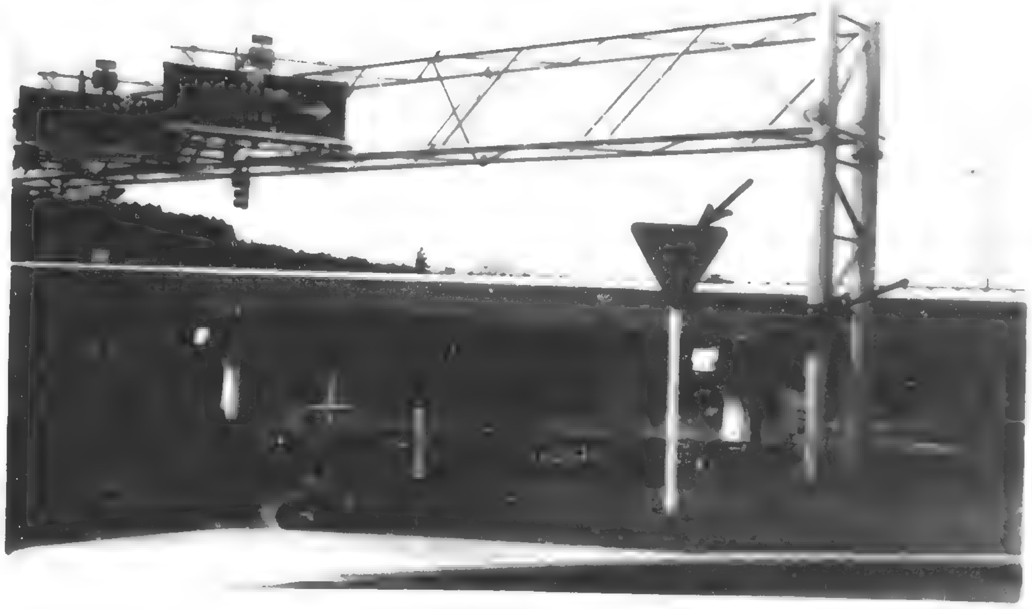


Photo #1 A Line Ramp

Photo #2 D Line Ramp

(more)

Finding: The destination Redland has been included on both the advance guide signs and exit signs (see photos #3 and #4) at the Park Place Interchange; however, a confirmation destination sign has not been provided at the northbound offramp terminal. The existing confirmation sign (sign #4) located opposite the ramp terminal gives directional information for Park Place and Gladstone but not for Redland.

Recommendation: As a minimum it is recommended that a Redland confirmation sign be added at the ramp terminal. Since Redland is highly questionable as a candidate for destination signing from the Interstate, it is recommended that consideration be given to its deletion from all major destination signing. The importance of choosing only the most familiar names for destinations, particularly in urban areas, cannot be overemphasized.

Photo #3

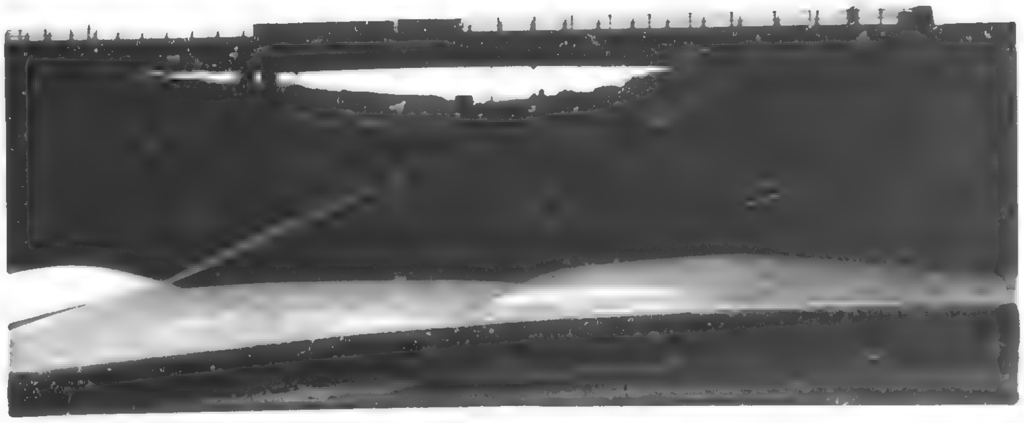


Photo #4

Finding: Photographs #5, 6, and 7 show an inconsistency in displaying "EXIT ONLY" panels on guide signs advising drivers of an imminent lane drop situation. The MUTCD recommends the use of a white arrow between the separate panels EXIT and ONLY (see photo #5) and above or below a single panel. The apparent reason for this is to insure that the arrow is centered directly over the appropriate lane rather than near the edge of the lane as is the case in photograph #6.

Recommendation: It is recognized that the signing shown in photographs #6 and 7 was installed under a previous contract and has been in use for some time. Nevertheless, it is recommended that special efforts be made to eliminate such variations.

(more)

Photo #5 East approach to Oregon City Interchange

Photo #6 West approach to Oregon City Interchange
(Note lack of cardinal direction for I-205)

(NORTH)

(more)

Photo #7 East approach to West Linn Interchange

Finding: Varying practices as to the general format of signs were observed which could result in both confusion and unsafe vehicle operation. In some cases the route shields have been omitted while in others they appear at different locations even on successive signs for the same exit. Likewise, in some cases (see photographs #4 and 8) the exit arrow is not located in the standard or normal position which results in an overall reduction in its effectiveness.

Photo #8

(more)

Recommendations: The State's efforts toward minimizing the total sign area is commendable. However, general adherence to the prescribed horizontal and vertical sequences for route markers, cardinal directions, destination names, arrows, and other components of the sign display is recommended as provided in section 2F-6 of the MUTCD.

In urban areas, advance interchange sequence signing is considered superior to signing for the next exit or exits on overhead structures at or near the gore and in combination with the exit message that applies at that point. The latter practice not only adds considerably to the size of the sign and consequently to the size of the support, but more importantly, it presents too much legend for the driver to read and comprehend.

5

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7389

Salem, Oregon

RECEIVED
STATE HWY ENGR

JAN 26 '73

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE January ~~26~~ 31, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Gladstone Intch.-Oregon City Intch.
East Portland Freeway
Clackamas County
Contract 7389
Illumination

A. E. JOHNSON

We have investigated the illumination at the Park Place Interchange as requested by you on January 18, 1973, in relation to the area of concern outlined in Mr. L. W. Rulien's letter of January 16, 1973.

Attached are two xerox prints of the intersection at the Park Place Interchange that we are concerned with. Our light levels at the centerline of the ramp terminals are about 0.8 feet, falling off to about 0.3 fc at 70 feet out and too low to be measured at any point south of the "X - X" section on the sketch.

We have shown on the sketch in red and green the required light units that would need to be installed to properly light the curve and intersection of the road to Park Place. The estimate of cost for this work is $16,000.

Lighting on the other side of the interchange to the north does not appear to be a problem. The ramp terminal is adequately lighted and the road coming in just northerly on the curve is a dead end road.

DOC:dh
Attachment

cc L. W. Rulien /w/ sketch
L. E. George
R. M. Dixson

1/31/73

cy - Larry Rulien - I suggest that you propose the participation of these additional lights on Interstate funds and, if feasible, submit the necessary price agreements.

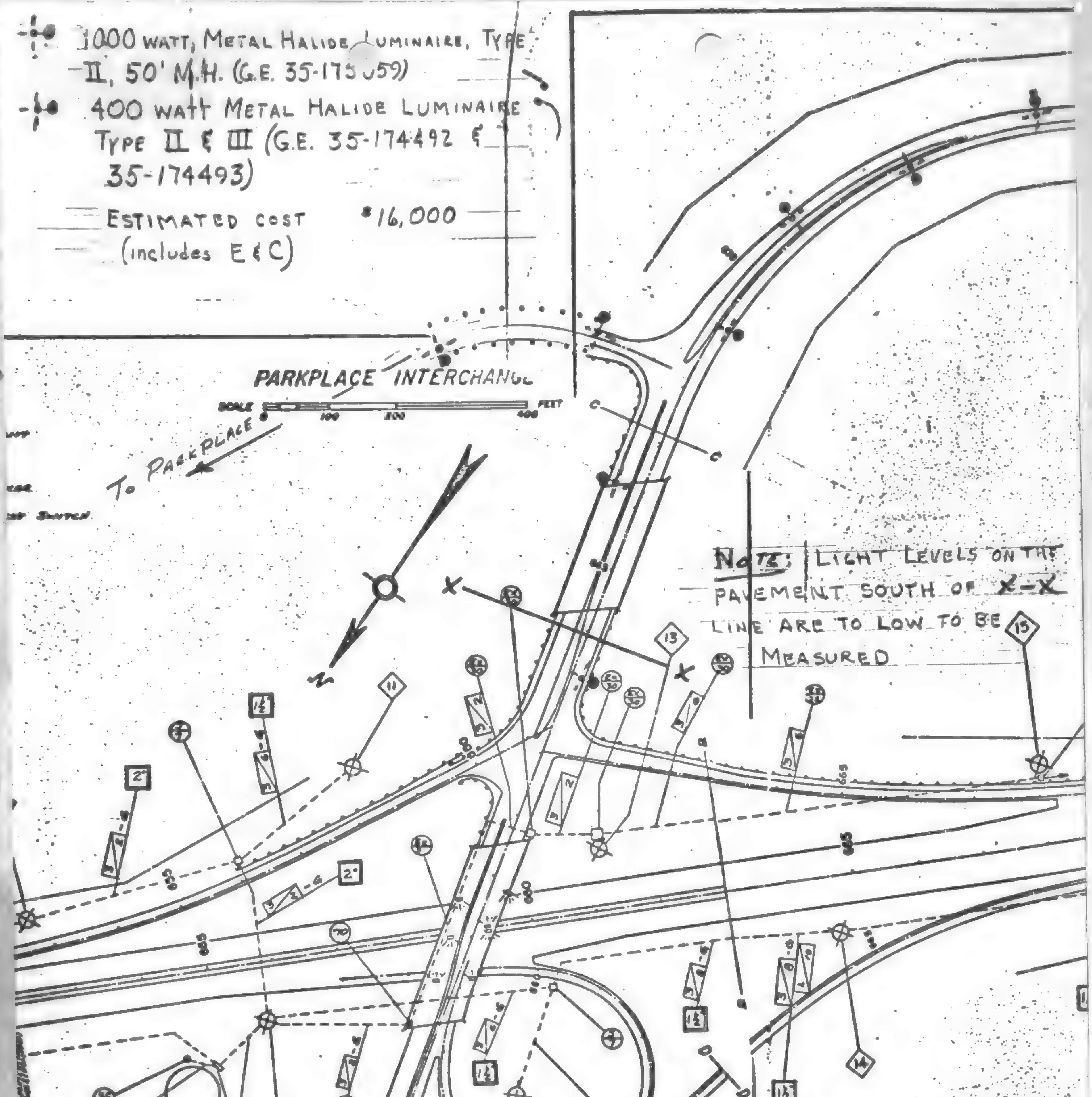
AEJ:ja

cy - Bud George
[illegible]
[illegible]

1000 watt, Metal Halide Luminaire, Type II, 50' M.H. (G.E. 35-175059)

400 watt Metal Halide Luminaire Type II & III (G.E. 35-174492 & 35-174493)

Estimated cost $16,000
(includes E & C)



NOTE: Light levels on the pavement south of X-X line are to low to be measured

OREGON STATE
HIGHWAY DIVISION

P. O. Box 02157 Portland 97202

January 16, 1973

Mr. Glenn O. Tribe
15137 S. Lau Court
Oregon City, Oregon 97045

Re: Illumination - East Portland Freeway
Park Place Interchange

Dear Sir:

The East Portland Freeway and reconstruction of the Park Place Interchange, and the illumination that was done, were all financed with Federal funds and in order to obtain these funds the work done had to meet certain criteria. One of the criteria is that the work must be very closely associated with the freeway itself; that is, it is difficult to qualify for these funds for work off to the side on crossing roads.

Your letter of January 13 indicated your concern for the illumination of this interchange and in particular how dark by comparison is the road off to the side of the interchange. I agree, and we will, when we have some weather, install some raised pavement markers in the striping which should help the situation. In addition, we will review the lighting in this area. Thank you for calling this to our attention.

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/cr
bc A. E. Johnson

Jan 13, 1973

Gentlemen:

I live near the new I205 overpass and intersection at Park Place. The whole area is well lit at night with vapor lights, *except* the turn off the overpass North to Park Place. This is unlit to the point of being dangerous. The situation is made worse by the especially high light intensity of the rest of the area.

Please review the situation and initiate changes before some bad accidents occur.

Thanks for your attention

Glenn Tricke
15137 S. Lau Court
Oregon City 97045

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
JAN 15 1973
☐ TE ☐ UE ☐ DES ☐ SEC

Copies sent to Adams
and Payne for comment.

5

RECEIVED
JAN 2 - 1972
FOR FILING

7389

NOTED ON CARD
12-29-72

December 29, 1972

Willamette Hi-Grade Concrete Company
North Portsmouth Avenue
Portland, Oregon 97203

Attention: Ronald E. Schwarz
Vice President

Gentlemen:

This is to acknowledge receipt of your Notice of Unpaid Claim stating that Gordon H. Ball, Inc., owes you $6,999.47 for labor, materials and equipment.

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company, 921 S.W. Washington Street, Portland, Oregon 97205 and the Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the performance bond on this contract.

The Secretary of State's Office has informed us that your claim was filed in his office on December 21, 1972, and assigned File No. 4748.

This information is being noted in our records, and we will advise all interested parties of your claim.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:hs
cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

December 27, 1972

C O P Y

Willamette Hi-Grade Concrete Company
[illegible] Portsmouth Avenue
Portland, Oregon 97203

Attention: Ronald E. Schwarz
Vice President

Dear Mr. Schwarz:

This is to acknowledge receipt of two Notices of Claim for filing:

Brought by: Willamette-Western Corporation
Surety Company: American Insurance Company and Argonaut Insurance Company
Principal: Gordon H. Ball, Inc.
Amounts of Claim: $6,[illegible] and $[illegible],7[illegible]
Jobs: OSHD Contract No. 75[illegible] and [illegible] Contract No. 7[illegible].

These claims have been filed as of December 2[illegible], 1972, and assigned file numbers 4748 and 4749.

Very truly yours,

E. M. Madden, Elections [illegible]
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SALEM
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

COPY

December 18, 1972

Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Gordon H. Ball -- Oregon City, Contract Nos. 7660, 7389

Enclosed are notices of unpaid claims against the bond on the above described contracts.

Yours very truly,
WILLAMETTE HI-GRADE CONCRETE COMPANY

Ronald E. Schwarz
Ronald E. Schwarz
Vice President

RES/sb
Enclosures

RECEIVED
DEC 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF UNPAID CLAIM

TO: Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Willamette-Western Corporation, has a claim for labor performed and materials and equipment furnished by Willamette-Western Corporation and incorporated into the work, in the sum of $8,999.47 against the bond taken from Gordon H. Ball, Inc., as principal, and the American Insurance Company and Argonaut Insurance Company, as co-sureties, for the work of grading, paving, structures, signing, signals and illumination of the Gladstone Interhchange -- Oregon City Interchange section of the East Portland Freeway, in Clackamas County, being OSHD Contract No. 7389.

DATED December 18, 1972.

WILLAMETTE-WESTERN CORPORATION

By Ronald E. Schwartz

RECEIVED
DEC 21 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 27 1972
FOR FILING

7389

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
[illegible] CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.

CLARENCE J. YOUNG
FRANK C. McCOLLOCH
OF COUNSEL

RICHARD C. HUNT
JOHN W. GOULD
GEORGE A RUSSILL
JAMES P. STOUFFER
KENNETH E. JERNSTEDT
C. RICHARD NOBLE
CRAIG E. IVERSON
JOHN M. BERMAN
VAWTER PARKER
RICHARD H. WILLIAMS
DARYL L. NELSON
EDWIN A. HARNDEN
ROY P. FARWELL

December 21, 1972

C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Claim of Ideal Basic Industries, Inc.
v. Gordan H. Ball, Inc.
Contract No. 7389

Dear Mr. Head:

Thank you for your letter of December 18, 1972 with which you enclosed a certified copy of the above contract together with a certified copy of the performance bond issued by co-sureties the American Insurance Company and the Argonaut Insurance Companies.

Very truly yours,

Oglesby H. Young

RECEIVED
DEC 26 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

RECEIVED
DEC 18 1972
FOR FILING

7389

December 18, 1972

Dezendorf, Spears, Lubersky & Campbell
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Attention: Oglesby H. Young

Gentlemen:

This is to acknowledge receipt of your letter of December 13, 1972, with attached affidavit pertaining to the Ideal Cement Company claim.

As requested, we are attaching a certified copy of the Gordon H. Ball, Inc., Contract No. 7389, Gladstone Interchange-Oregon City Interchange of the East Portland Freeway in Clackamas County.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
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ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.

CLARENCE J. YOUNG
FRANK C. McCOLLOCH
OF COUNSEL

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C. RICHARD NOBLE
CRAIG E. IVERSON
JOHN M. BERMAN
VAWTER PARKER
RICHARD H. WILLIAMS
DARYL L. NELSON
EDWIN A. HARNDEN
ROY P. FARWELL

December 13, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

In compliance with the provisions of ORS 279.512, as attorney for Ideal Cement Company, I respectfully request a certified copy of the contract and bond between Gordon H. Ball, Inc. and the Oregon State Highway Division in connection with work done on Contract No. 7389 on the Gladstone Interchange-Oregon City Interchange section of the East Portland Freeway in Clackamas County.

In support of this request I enclose herewith my affidavit.

Very truly yours,

Oglesby H. Young

Enclosure

cc: Gordon H. Ball, Inc.
9680 SE Sunnyside Road
Clackamas, Oregon

American Insurance Company
921 SW Washington Street
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

NOTED
C. W. HEAD

[illegible]
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
ss.
COUNTY OF MULTNOMAH)

I, OGLESBY H. YOUNG, being first duly sworn, depose and say:

I am the attorney for Ideal Cement Company, a division of Ideal Basic Industries, Inc., a corporation, which furnished materials to subcontractor Klineline Sand & Gravel Company in the amount of $48,001.24 for general contractor Gordon H. Ball, Inc. on Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange section of the East Portland Freeway in Clackamas County, Oregon. Notice of Claim was filed by Ideal Cement Company on or about February 28, 1972 with the secretary of the Oregon State Highway Commission.

The claim has not been paid and I require a certified copy of the bond to prepare for filing suit against the general contractor, Gordon H. Ball, Inc. and its bondsman.

For convenient reference a copy of a letter of the Oregon State Highway Division dated March 3, 1972 acknowledging receipt of the Notice of Claim is attached hereto.

Dated this 11th day of December, 1972.

Oglesby H. Young

SUBSCRIBED AND SWORN to before me this 11th day of December 1972.

Janita M. Stone
Notary Public for Oregon

My commission expires 1/13/73

RECEIVED
STATE [illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1972

Ideal Cement Company
708 Cascade Building
Portland, Oregon 97204

Attention: Harold H. Jahn
Sales Manager, Oregon Division

Gentlemen:

This is in reply to your Notice of Claim dated February 28, 1972, informing us that you have a claim for Portland Cement purchased by Klineline Sand & Gravel Company in the amount of $48,001.24.

From the description given in the Notice, this appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Co., 921 S. W. Washington Street, Portland, Oregon 97205, and the Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the Performance Bond on the Project. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.

RECEIVED
MAR 6 1972
IDEAL CEMENT COMPANY
PACIFIC DIVISION - P.

R[illegible]
[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 29 1972

FOR FILING

7389

MCMENAMIN, JONES, JOSEPH & LANG
ATTORNEYS AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

AREA CODE 503
TELEPHONE 226-6301

ROBERT W. McMENAMIN
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
STEPHEN B. HERRELL
T. LEONARD O'BYRNE
PETER M. SHEELY
J. TERRENCE BITTNER

December 19, 1972

The Honorable Clay Myers
Secretary of State
Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Commission
Contract No. 7389
Gladstone Interchange - Oregon
City Interchange
Our Client: Argonaut Insurance Company
Our File No. 5623

Dear Mr. Myers:

By letter dated August 21, 1972, we notified you that our client, Argonaut Insurance Company, was withdrawing its claim against the above-captioned project; a copy of that letter is enclosed.

Apparently there is some question as to whether the claim has been officially withdrawn from your records. We would appreciate your checking your records to determine whether the proper notations were, in fact, made.

Thank you for your cooperation in this matter.

Very truly yours,

Thomas E. Wolf

No record in our file — L.H.

TEW/smb

Enclosure

cc: Oregon State Highway Commission ✓
Argonaut Insurance Company
Policy No. WC 80-276-803504

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

RECEIVED
DEC 11 1972
FOR FILING

4737

FILED
DEC -7 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7389

NOTED ON CARD
10-11-72

December 7, 1972

Robin and Mayer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, Oregon 97205

Attention: Daniel J. Seifer

Gentlemen:

This is to acknowledge receipt of your letter of December 1 and attached Notice of Unpaid Claim from General Insurance Company of America, Inc., as assignee of Klineline Sand and Gravel Co., Inc. and Rock Products, Inc.

The claim states that this is for labor, materials and equipment in the amount of $360,856.94.

This appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company and Argonaut Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:fm
cc Gordon H. Ball, Inc.
The American Insurance Co.
Argonaut Insurance Co.
Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

COPY

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

AREA CODE 503
228-1107

December 1, 1972

Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: OSHD Contract #7389
OSHD Contract #7660

Gentlemen:

Enclosed please find two Notices of Unpaid Claims against the bonus on the above described contracts.

Very truly yours,

KOBIN & MEYER

DANIEL J. SEIFER

DJS mt

Enclosures

cc: Hon. Clay Myers
Mr. Cecil W. Head
Argonaut ~~Oregon Automobile~~ Insurance Company
American Insurance Company

RECEIVED
DEC 4 1972
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF UNPAID CLAIM

To: Hon. Clay Myers
Secretary of State
State of Oregon
Salem, Oregon

Mr. Cecil W. Head , Secretary
Oregon State Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, General Insurance Company of America, Inc., as assignee of Klineline Sand & Gravel Co., Inc. and Rock Products, Inc., has a claim for labor performed and materials and equipment furnished by Klineline Sand & Gravel Co., Inc. and Rock Products, Inc. and incorporated into the work, in the sum of $360,856.94 against the bond taken from Gordon H. Ball, Inc., as principal, and The American Insurance Company and Argonaut Insurance Company, as co-sureties, for the work of Grading, Paving, Structures, Signing, Signals and Illumination of the Gladstone Interchange -- Oregon City Interchange section of the East Portland Freeway, in Clackamas County, being OSHD Contract No. 7389.

DATED, December 4, 1972.

GENERAL INSURANCE COMPANY OF AMERICA

By /s/ Thomas Wernette

RECEIVED
DEC 4 1972
OREGON
STATE HIGHWAY COMMISSION

[illegible]

FOR FILING

7389

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 6, 1972

TO ~~G. L. Green, Division Engineer~~
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(14)299

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. N. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7389 Extra Work Order No. 16

Project Gladstone Interchange - Oregon City Interchange

Highway East Portland Freeway

County Clackamas

This order covers the cost to re-align the roadway of Old 82nd Ave. at the south end of the Old Clackamas River Bridge. This section of roadway was connected to the new "E" line by new alignment. The connection as constructed has a reverse curve in it creating a very hazardous traffic situation. Work under this order will replace the reversing curve with a uniform curve.

Copies of the engineer's letter of explanation and vicinity map showing the proposed re-alignment are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 8, 1972.

Your approval as of November 8, 1972 is requested.

Attach.

LNY:dak

5

RECEIVED
NOV 6 - 1972
FOR FILING

7389

November 3, 1972

Ralf H. Erlandson
Attorney at Law
1108 Main Street
Milwaukie, Oregon 97222

Attention: William B. Raisbick

Gentlemen:

This is in reply to your letter of October 31, 1972, on behalf of Loren G. Davis' claim on the Gordon H. Ball, Inc., Contract No. 7389 in Clackamas County.

The American Insurance Company and Argonaut Insurance Company furnished the performance bond on this contract.

Attached are excerpts from the Oregon Revised Statutes Relating to Public Contracts; Bonds; Action on Bonds. The portion concerning the Execution and Contents of Notice of Claim is outlined on pages 2 and 3.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr
Attachment

RALF H. ERLANDSON
WILLIAM B. REISBICK

RALF H. ERLANDSON
ATTORNEY AT LAW
1106 MAIN STREET
MILWAUKIE, OREGON 97222

TELEPHONE
654-7722

October 31, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Claim of Davis Rentals v. Klineline
Sand & Gravel Co.

Dear Mr. Query:

This office has been retained to represent the interest of Mr. Loren G. Davis in regard to the above-entitled claim.

Davis Rental supplied equipment used on the Gordon Ball job, Contract #7389 in Clackamas County during the first part of calendar year 1972. Charges for this equipment totaled $725.70, and, as far as I can determine, the bonding companies for Gordon Ball were American Insurance Co. and Argonaut Insurance Co. It is my understanding that the Gordon Ball job is still in progress.

I would greatly appreciate it if you could forward me information regarding the filing of a claim under these bonds on this project at this time. Your cooperation will be greatly appreciated.

Very truly yours,

William B Reisbick

William B. Reisbick

WBR:es

RECEIVED
NOV 1 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 16 1972
FOR FILING

7389

October 16, 1972

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Attention: Talbot D. Bailey, Jr.
Northwest Division Engineer

Gentlemen:

Thank you for your letter of October 6 advising us that you paid Pacific Redwood Trucking (Bruce Hanson) all monies due for work on Contract No. 7389.

You state this is in reference to the Roy Bredeker claim in the amount of $107.50.

Your letter will be made part of our contract file, and we will advise the sureties of the receipt of your letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc American Insurance Co.
921 S.W. Washington Street
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

NOTED ON CARD
10-16-72 dr

DILLINGHAM

GORDON H. BALL, INC.
A subsidiary of DILLINGHAM CORPORATION
15 S. Grady Way, Suite 418, Evergreen Building
Renton, Washington 98055 - 206 228-6480
Mailing Address: P. O. Box 897, Renton, Washington 98055

October 6, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Pacific Redwood Trucking
(Bruce Hansen) (Roy Bredskar)
Oregon State Highway Contract 7389

Dear Mr. Query:

This letter is in reference to your letter to Mr. Roy Bredskar May 19, 1972, concerning the $107.50 that is owed to Mr. Roy Bredskar by Pacific Redwood Trucking (Bruce Hansen). It should be noted that Gordon H. Ball Inc. paid Pacific Redwood Trucking (Bruce Hansen) all monies due for work on Contract 7389, Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County, on September 17, 1971 in particular the $107.50 that is in question.

We turned this matter over to our Attorneys DeGarmo, Leedy, Oles & Morrison, of Seattle. They sent us a written reply May 25,1972. It is the opinion of our attorneys and Gordon H. Ball, Inc. that the claim is without merit for reasons indicated above and should be dropped.

If any further action on our part is required to clear this account please advise as soon as possible.

Very truly yours,

GORDON H. BALL, INC.

Talbot D Bailey Jr.

Talbot D. Bailey, Jr.
Northwest Division Engineer

TDB:mls

Enc.

RECEIVED
OCT 11 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 30 1972
GORDON H. BALL, INC.
NORTHWEST DIVISION

GERALD DE GARMO
GEORGE LEEDY
STUART G. OLES
SETH W. MORRISON
BRUCE T. RINKER
HUGH E. PICKEL
RICHARD M. STANISLAW
DAVID L. ASHBAUGH
STEPHEN R. THOMAS
DAVID C. STEWART
SAM E. BAKER, JR.

DE GARMO, LEEDY, OLES & MORRISON
LAWYERS
SUITE 3108, 1001 4TH AVENUE
SEATTLE, WASHINGTON 98154
MAIN 3-3427

EDWARD W. ALLEN
ROBERT LEE AGER
COUNSEL

May 25, 1972

Mr. Talbot D. Bailey, Jr.
Northwest Division Engineer
Gordon H. Ball, Inc.
P. O. Box 659
Kent, Washington 98031

Re: Pacific Redwood Trucking
(Bruce Hansen)

Dear Tal:

This is in response to your letter of May 23, 1972 inquiring as to the effect of the Oregon State Highway Commission letter of May 19, 1972 regarding the Roy Bredskar claim of $107.50.

I am unable to tell you what the State means. I can only tell you that it is probably advising that the filing was timely. In the main, the State does not pass on the sufficiency of the notice. As pointed out in my letter of February 23rd, the claim was dated October 12, 1971, but apparently was not filed until October 27th, but that would still be timely, it being within the 90-day period. The claim, however, is not appropriate as to form and would not constitute a valid claim against the contractor or its bond. The only way in which Mr. Bredskar can recover is to commence an action which I cannot conceive of them doing for the amount involved and your company would have a complete defense because of the insufficiency of the notice. You should disregard any further correspondence regarding this other than, of course, any legal processes.

Yours very truly,
DeGARMO, LEEDY, OLES & MORRISON

By
Bruce T. Rinker

Tal. See me

RECEIVED
OCT 11 1972
OREGON
STATE HIGHWAY COMMISSION

BTR/mk

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAY 22 1972
GORDON H. BALL, INC.
NORTHWEST DIVISION

May 19, 1972

Roy Bredskar
335 14th Court
Eastside, Oregon 97420

Dear Mr. Bredskar:

This is to acknowledge receipt of your letter of May 15, 1972, advising us that you still have money due on the Gordon H. Ball, Inc., job in the amount of $107.50.

Our records indicate that this is in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

Your claim in the amount of $107.50 for hauling was filed with the Secretary of State on October 28, 1971. This filing will protect your claim under the bond.

We will advise the sureties and the principal contractor that your claim is still unpaid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Gordon H. Ball, Inc. ✓
P. O. Box 897
Renton, Washington 98055

Argonaut Insurance Co.
250 Middlefield Road
Menlo Park, California 94025

Copy to Joe ✓
Tal → SEEM

335 14th Court
Eastside, Oregon 97
May 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

This is to advise you on our claims from last October, your letter dated Oct. 27, 1971.

Our Lawyer got a settement on the Peter Kiewit job thru Bruce Hanson's lawyer. We settled for $1500.00, while we had $1901.05 coming.

The Gordon Ball job of $107.50 and the R. A. Heintz job of $48. 0, we didn't get paid for. Bruce Hanson had already gotten paid for them, but didn't pay us.

Would you please advise us on how to prevent something like this in the future.

Thank you
Roy Bredskar
Roy Bredskar

NOTED
LOYD QUERY

RECEIVED
MAY 1 6 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
[illegible] 72

FOR FILING

5

OREGON STATE
HIGHWAY DIVISION

7389

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~[illegible] Simpson, Division Engineer~~
Federal Highway Administration

DATE October 2, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal Aid Project
No. I-205-7(14)299

SUBJECT Request Change Order Approval

Contract 7389, Extra Work Order No. 15

Project Gladstone Interchange-Oregon City Interchange

Highway East Portland Freeway

County Clackamas

The order covers revising the location of the fence line and a control cabinet and service pole at the end of Berkeley Street. This change is being made to accommodate the adjacent property owner and to avoid adverse publicity. The change will not be detrimental to the final quality of the work.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 25, 1972.

Your approval as of August 25, 1972 is requested.

Attach.

BMW:dg

RECEIVED
OCT 3 - 1972
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7389

September 29, 1972

NOTED
A. E. JOHNSON

Southern Pacific Transportation Co.
475 Brannan Street
San Francisco, California 94107

615'

File Numbers ZKBC-393
ZKBC-397
ZKBC-362

Attention: Mr. A. A. Shapiro
Manager

Gentlemen:

In reply to your letters of September 18, 1972 and September 20, 1972, the balances due on your bills 467193, 441392, and 444690 represent the 10% retent that the state holds on progress estimates, until the final bill is received and audited.

At present there are 12 progress estimates on Park Place, your job number #94-61323-W. Our records indicate additional charges, and the final bill is still due from the railroad.

Very truly yours,

V. E. Skoog
Controller

By: Jess Jones

Jess Jones
Utility Auditor

JJ:kmb

Transportation Company
Brannan Street • San Francisco, California 94107 62-1212

A. A. SHAPIRO
MANAGER, SAN FRANCISCO
ZONE OFFICE

IN REPLY PLEASE REFER TO
ZKBC-343

State of Oregon
State Highway Engineer
Oregon Highway Department
Salem, Oregon 97308

September 20, 1972

Gentlemen:

Attached is a copy of a bill collectible which remains open in our accounts. Since this item is quite old perhaps this item has been overlooked by you, or your reply has not been received in this office.

We would appreciate your looking into this matter, and either place in line for settlement, or advise the basis of your contention for withholding payment.

Payment should be mailed to:

Southern Pacific Transportation Company
Post Office Box 44252
Rincon Annex
San Francisco, California 94119

Please mail any further correspondence to the address shown on the letterhead, giving reference to the ZKBC file number shown above.

If you desire to contact us by telephone, call 362-1212, extension 33265 or 33266. Your cooperation is greatly appreciated. Thank you:

Very truly yours,

A. A. SHAPIRO, Manager

RECEIVED
STATE HWY ENGR
SEP 25 '72
REFER TO
FOR
Info [illegible] R/D O/R [illegible] [illegible] [illegible]

RECEIVED
SEP 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Encl.
467193

Mr. Ivan Merchant
Asst. State Highway
Engineer-Bridges
I-205-7(14)299

Bill No. 467193
Quote above number when remitting

Month's Account SEP 1970

(5) Dept. No. 3-8541

Date Made October 1 1970

TO SOUTHERN PACIFIC TRANSPORTATION COMPANY Dr.

State of Oregon
State Highway Engineer
Oregon Highway Department
Salem, Oregon 97308

Please return copy of this bill with remittance to
SOUTHERN PACIFIC TRANSPORTATION COMPANY
P. O. Box 3809
San Francisco, California 94120

P9

Cost of labor and materials furnished in connection with construction of Overpass at Park Place, Oregon in accordance with the terms of Agreement dated April 20, 1970 Document Audit No. 3834		
Estimate No. 2 (Detail Attached)		$2,623.21
I certify that above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. #94-61323-W	W/C Je 12/70	2360.89
		262.32
	Bal. =	

DISTRIBUTION: SOUTHERN PACIFIC TRANSPORTATION COMPANY

J.P. Gallagher, Mgr. of Disbursement Acctg.

By: J. R. Arnold
Chief Clerk

For further information address:
MANAGER, EQUIPMENT AND
MISCELLANEOUS ACCOUNTING
Southern Pacific Transportation Company
San Francisco, California 94105

89

W/C $ 23.60

APR 1 7 1972

RECEIVED
OCT 8 1970
MANAGER
EQUIPMENT AND
MISCELLANEOUS
ACCOUNTING

CHECKED AS TO
EXTENSIONS E.J.
FIGS
PRICES
CONTRACT 9656 (5)
ADA 2/1/71

CERTIFIED M. Torres
APPROVED FOR MANAGER, DISBURSEMENTS ACCOUNTING Miranda
APPROVED
APPROVED
AUDITED
Manager, Equipment and Miscellaneous Accounting

11 I/M	17-18 DIV	25-28 EXP DFS	29-31 EIN	33-34 MAT CL.	35-37 MAJ ACCT	39-41 SUB ACCT.	42	44-47 MIN CODE	48-49 MIN SUB	50-51 STAT CD	56-60 W/O NUMBER	61-64 EAC	71-80 DEBIT	71-80 CREDIT
	42				743	81							262321	
	5				477	60		1189			70750			262321

Binding Margin

BILLS COLLECTIBLE LEDGER COPY

Transportation Company
Brannon Street • San Francisco, California 941 362-1212

A. A. SHAPIRO
MANAGER, SAN FRANCISCO
ZONE OFFICE

RF
OCT [illegible] 72

IN REPLY PLEASE REFER TO
ZKBC-496

September 27, 1972

State Highway Engineer
Oregon Highway Dept.
Salem, Oregon

7389

Gentlemen:

Attached is a copy of a bill collectible which remains open in our accounts. Since this item is quite old perhaps this item has been overlooked by you, or your reply has not been received in this office.

We would appreciate your looking into this matter, and either place in line for settlement, or advise the basis of your contention for withholding payment.

Payment should be mailed to:

Southern Pacific Transportation Company
Post Office Box 44252
Rincon Annex
San Francisco, California 94119

Please mail any further correspondence to the address shown on the letterhead, giving reference to the ZKBC file number shown above.

If you desire to contact us by telephone, call 362-1212, extension 33265 or 33266. Your cooperation is greatly appreciated. Thank you.

Very truly yours,

A. A. SHAPIRO, Manager
sc

To Bridge
10-2-72

RECEIVED
STATE HWY ENGR
OCT. 2 '72
REFER TO
Bridge Sec
FOR
Info ✓

Encl.
473417

BILL COLLECTIBLE

Attn:
Mr. Ivan Merchant
Asst. State Highway
Engr.-Bridges
I-205-7(14)29[illegible]

Bill No. [illegible]
Quote above number when remitting

Month Account [illegible] 1971
Dept. No. 3

Date made [illegible] 19

TO SOUTHERN PACIFIC TRANSPORTATION COMPANY Dr.

State Highway Engineer
Oregon Highway Department
Salem, Oregon 97301

Please return copy of this bill with remittance
SOUTHERN PACIFIC TRANSPORTATION COMPANY
P. O. Box 3909
San Francisco, California 9[illegible]20

P3

Cost of labor and materials furnished in connection with construction of Overpass at Park Place, Oregon in accordance with [illegible] of Agreement dated April 20, 1970 Document [illegible] 132634		
Estimate No. 7 (Detail Attached)		[illegible]
I certify that above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. 794-61323-W	JC 5/10/71	1650.94 183.44

DISTRIBUTION: SOUTHERN PACIFIC TRANSPORTATION COMPANY

J.P. Gallagher, Mgr. of Disbursement Acctg.

By: C. J. Baranski
Chief Clerk

For further information address:
MANAGER, EQUIPMENT AND
MISCELLANEOUS ACCOUNTING
Southern Pacific Transportation Company
San Francisco, Calif.

RECEIVED
APR 1 1971
MANAGER
EQUIPMENT AND
MISCELLANEOUS
ACCOUNTING

CHECKED AS TO
PRICES MAR 16 1972
EXTENSIONS EJ
CONTRACT
POSTINGS

CERTIFIED
APPROVED
AUDITED
APPROVED

DIV	EXP. DFS	EIN	MAT CL	MAJ ACCT.	SUB ACCT.		MI CODE	MIN SUB	STAT CD	W/O NUMBER	F.A.C.	DEBIT	CREDIT
42				743	81								
45				477	60		1189			70[illegible]0			

BILLS COLLECTIBLE LEDGER COPY

A. A. SHAPIRO
MANAGER SAN FRANCISCO
[illegible] OFFICES

475 Brannan Street • San Francisco, California 94107 • 362-1212
Southern Pacific Trans. Co.

IN REPLY PLEASE REFER TO

RECEIVED
SEP 21 1972
FOR FILING

ZKBC-362

State Highway Engineer
Oregon Highway Department
Salem, Oregon 97308

September 18, 1972

7389

Gentlemen:

Attached is a copy of a bill collectible which remains open in our accounts. Since this item is quite old perhaps this item has been overlooked by you, or your reply has not been received in this office.

We would appreciate your looking into this matter, and either place in line for settlement, or advise the basis of your contention for withholding payment.

Payment should be mailed to:

Southern Pacific Transportation Company
Post Office Box 44252
Rincon Annex
San Francisco, California 94119

Please mail any further correspondence to the address shown on the letterhead, giving reference to the ZKBC file number shown above.

If you desire to contact us by telephone, call 362-1212, extension 33265 or 33266. Your cooperation is greatly appreciated. Thank you.

Very truly yours,

A. A. SHAPIRO, Manager
se

To Bridge
9-21-72

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO

FOR
Info Inves R/D D/R Sign Act File

Encl.
444690

BILL COLLEC [illegible]

S-130-P
(A.A.R. 206)

Attn:
Mr. [illegible]
Asst. [illegible]
Bridges
I-205-7 [illegible]

[illegible] No. [illegible] (380)
Quote above number when remitting

Month's Account [illegible], 1970

Dept. No 3- 7156

[illegible] Made [illegible] 28, 1970

TO SOUTHERN PACIFIC TRANS[illegible] COMPANY Dr.

State Highway Engineer
Oregon Highway Department
Salem, Oregon 97308

[illegible]
SOUTHERN PACIFIC TRANSPORTATION [illegible]
P. O. [illegible]
San [illegible], California 94[illegible]

10

of labor and materials furnished in con[illegible]
tion of [illegible]
[illegible]ce, Oregon in accordance with [illegible]
dated April 20, [illegible] Document Audit [illegible]

Estimate No. 3 (Detail Attac[illegible])
that above bill is correct and just; t[illegible]
not been received; that all statutory r[illegible]
production and labor standards, and all [illegible]
applicable to the transaction have been c[illegible]
State or local sales taxes are not incl[illegible]
illed. #94-61323-M

4/c [illegible] 12/70 3142.48 -
349.17

~~349.17~~

OUTHERN PACIFIC TRANSPORTATION COMPANY

lagher, Mgr. of Disbursement Acctg.

Chief Clerk

731

NOV 24 1970

PRICES 925-6(5) ADA

CONTRACT 2/1/71

CERTIFIED

APPROVED
MANAGER, DISBURSMENTS [illegible]
APPROVED

L. APR 17 1972

	MAT CL	MAJ ACCT	SUB ACCT		CODE			NUMBER
1	1	743	81			7		
		477	80	[illegible]				

Binding Margin

BILLS COLLECTI[illegible]

RECEIVED
FOR FILING

4708

FILED
AUG 23 1972
CLAY MYERS
ARY OF STATE

NOTED ON CARD
9-24-72 kl

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7389

August 22, 1972

Bartlett, Holm and Ellis
Attorneys at Law
808 Executive Building
Portland, Oregon 97204

Gentlemen:

We have received a Notice of Claim stating that Klineline Sand and Gravel Company owes T and E Development Co., Inc., dba Len's Rigging Shop for labor and material in the amount of $6,054.60.

This claim appears to be against Gordon H. Ball, Inc., for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company and Argonaut Insurance Company furnished the performance bond on this contract. We will advise them of the claim and we will also forward it to the Secretary of State.

Please let us know when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Gordon H. Ball, Inc.
The American Insurance Co.
Argonaut Insurance Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

(Oregon Public Works)

To: State Highway Department
State of Oregon

Address: 117 State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned T & E Development Co., Inc., dba Len's Rigging Shop has a claim for material and labor by T & E Development Co., Inc., dba Len's Rigging Shop in the sum of six thousand fifty four and 60/100 ($6,054.60) as of March 31, 1972, from Gordon H. Ball, Inc., as principal and Safeco Insurance Company of America as surety or sureties for the work of Klineline Sand & Gravel Company, Oregon City, Oregon, I-205 road work.

Name of Claimant: T & E Development Co., Inc., dba Len's Rigging Shop

By: Tikey Magionas
Address: Rt. 1, Box 127, Eagle Creek, Oregon 97022

Phone: 637-3036

RECEIVED
AUG 17 1972
FOR FILING

7387

5

Salem, Oregon
August 16, 1972

Mr. W. E. Schwartz
Region Engineer

Complaints against
Gordon Ball Construction Co.
Union County

Enclosed are copies of letters from the Union County Planning Commission and from Mr. D. A. Jordan of La Grande concerning complaints against Gordon Ball Construction Company involving damage to a fence and the removal of topsoil.

Please investigate both complaints and report as to action taken.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachments

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey (enc.)

RECEIVED
AUG 17 1972
FOR FILING

7389

5

Salem, Oregon
August 16, 1972

Mr. W. E. Schwartz
Region Engineer

Complaints against
Gordon Ball Construction Co.
Union County

Enclosed are copies of letters from the Union County Planning Commission and from Mr. D. A. Jordan of La Grande concerning complaints against Gordon Ball Construction Company involving damage to a fence and the removal of topsoil.

Please investigate both complaints and report as to action taken.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachments

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey (enc.)

PRESIDENT—GLEN McKENZIE, Summerville
VICE-PRES.—ROY SKEEN, La Grande

MEMBERS:
ROBERT CAREY, La Grande
WILLIAM COOPER, Union
BEN ROBINSON, Imbler
LESLIE KEFFER, La Grande
ROBERT WILES, Elgin
GUY SMITH, North Powder
MERRELL CONLEY, Cove

KARL R. STONE, Administrator
Phone 963-2127 Ext. 9

UNION COUNTY
PLANNING COMMISSION
ROOM 220 * * FEDERAL BUILDING
P. O. Box 760
LA GRANDE, OREGON 97850

COUNTY COURT MEMBERS:
EARLE MISENER, Judge
RUSSELL ELMER, Alicel
ROLAND SCHAAD, La Grande

August 9, 1972

REFERRED TO
Baldwin
BY SECRETARY

Copy to Stone

Edwards for reply
8-11 [illegible]

Mr. Floyd Query
Secretary, Highway Commission
121 State Highway Building
Salem, Oregon 97310

Dear Sir:

We have received two complaints against Gordon Ball Construction in Union County where it is felt that contracts were not complied with.

Mrs. Lester McClune complained of damage to her fence line approximately $100 by digging too close to the fence. The ordinance says there shall be no excavation within 30 feet of the McClune boundaries.

We are enclosing a letter from Mr. Don Jordan concerning the second complaint.

Before these files are closed we want these matters looked into and reconsiled.

Sincerely yours,

Karl R. Stone
Karl R. Stone, Administrator

RECEIVED
AUG 11 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Enclosure

cc: Richard Feller
Gordon Ball
Mrs. Lester McClune
Don Jordan
Mr. Schwartz

[illegible]
R/D

RECEIVED
AUG 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Aug 11

Mr. Stone,
I am referring a copy of your letter and Mr. Jordans letter to Mr. George Baldwin, Highway Administrator, for such action as is necessary.
Floyd Query

RECEIVED
AUG 11 1972
OREGON
STATE HIGHWAY COMMISSION

La Grande Oregon
August 5, 1972

Union County Planning Commission
Room 220 Federal Building
P.O. Box 760
La Grande, Oregon

Att: Karl Stone

Dear Mr. Stone,

April 16, 1971, The Union County Planning Commission granted to Lloyd Hill, F.H. Hill and Marjorie L. McClure a conditional use permit for removal of top soil from property they owned, and subsequently sold to Gordon H. BaLL, Inc., This property is generally located by County Road on the West, Cove Ave. on the North and Highway 80-n on the East.

To quote the Conditional Use Permit granted, beginning with line 11;

QUOTE: "Permission is hereby granted to the applicants to use all of that real property in the industrial zone described in the attached exhibit so as to reclaim the level of the property, so as to make it more suitable for agricultural purposes and industrial uses, which includes the removal of top soil in a workmanlike and uniform manner. This use shall expire 365 days after the date hereof, but the removal of top soil to be limited to 130,000 yards with an average depth of removal amounting to 1.64 feet as specified in presentation of application and accompanying maps." END QUOTE

The top soil on the above property was removed by Gordon H. Ball, Inc to a depth of 3 to 6 feet which is in direct violation of the conditional use permit. I would estimate that well over 300,000 yards of top soil was removed from the property, which totally destroyed it for agricultural purposes.

You will recall that prior to the granting of this permit, Gordon H. Ball, Inc. and the State of Oregon solemnly pleged "there will be no unsightly holes left along the freeway and that the State would strictly enforce these rules and regulations". It would appear that again our trusts have been violated.

I bring this matter to your attention for the consideration of the Planning Commission and the District Attorney for action necessary to correct violations of the above Conditional Use permit as issued.

Settlement with Gordon H. Ball should be delayed until this matter is thourgly investigated and corrected.

Sincerely,

D A Jordan

D.A. Jordan

S

RECEIVED
JUL 28 1972

FOR FILING

7389

July 26, 1972

Mr. Wm. G. Southwell
White & Southwell
Farley Building
Portland, OR 97201

Dear Mr. Southwell:

Re: Project No. I-205-7(14)299
Gordon H. Ball, Inc.
Claim for Additional Compensation

Considerable analysis and thought has been given your claim concerning the above-captioned project. Our conclusions, based principally upon our interpretation of ORS 767.025(3) and Sections 102.05 and 107.01 of the Specifications, are that the claim is not valid.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms
bc Claire Miller, PUC
bbc George M. Baldwin
    F. B. Klaboe
    A. E. Johnson
    C. T. Keasey
    L. I. Lindas
    L. W. Rulien

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

July 3, 1972

Mr. George M. Baldwin
Highway Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Contractors claim Gordon H. Ball, Inc.
Project # I-205-7 (14) 299

Dear Mr. Baldwin:

Regarding the contractors claims submitted by Mr. Gordon H. Ball through his attorney to you on June 16, 1972, I have the following to offer. The matter has been reviewed by Jack Sollis, a member of our staff, and in addition Mr. J. Reuling of the Attorney General's Staff, and Mr. J. Bond and Mr. C. Swenson of the Highway Division. Additionally, Mr. Sollis had a conference with Mr. Clarre Miller audit supervisor of the Public Utility Commissioner's office and it is his opinion that the claim of Gordon Ball, Inc. is not well founded.

The facts of the case indicate that the contractor did not make any inquiry of the Public Utility Commissioner respecting the interpretation they placed on ORS 767.025 (3) before the contract was awarded. The only contact was made after the contract had been awarded and the contractor had purchased a new fleet of trucks and was putting them under permit for use on the highways.

I would call your attention to the following provisions of the standard specifications which I feel apply in this situation. The first is 102.05 in which the last paragraph provides that: "The State of Oregon, the State Highway Commission, its officers and employees, will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as the result of the contractors failure to fully inform himself in regard to all conditions pertaining to the work."

Further, I also call your attiontion to sub-section 107.01 wherein the contractor is directed to keep fully informed of all Federal and State laws and abide by their provisions. He is also required to purchase all permits, licenses, and taxes necessary to properly carry out the work specified by the contractor.

Noted
Gary L. Ross

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

In this particular case the contractor is claiming that the PUC's interpretation of the statute is contrary to theirs, and that their interpretation has more validity.

The fact of the matter would indicate that through some inadvertence they overlooked the fact that they would have to pay weight mile tax on the trips between the construction area and the mandatory borrow site and are attempting to recover it either from the Public Utility Commissioner or from the State Highway Division.

I would recommend that a short reply be forwarded to the attorney for Gordon H. Ball, Inc. which would merely say that the State Highway Division does not feel that the Ball claim is well founded, citing the three sections of the standard specifications that I have set out above. At this time I do not believe it would be to the Highway Division's advantage to go into any greater detail as to the reasons for denying the claim.

This matter will shortly be the subject of a hearing before the Public Utility Commissioner and if the contractor loses there is a good possibility he may appeal the matter through the Courts to the Supreme Court if necessary. It would therefore seem that the best course to follow at this time would be to let the Public Utility Commissioners action that has already been instituted determine whether or not they have construed the statutes properly and when that is finally determined, then if there is still a claim existing, consider it at that time.

Sincerely yours,

LEE JOHNSON
Attorney General

L.I. Lindas

L. I. Lindas
Assistant Attorney General
and Counsel to Highway
Division (Transportation)

LIL/JLS/am

CC: Larry Reuling
Regional Engineer
Milwaukie, Oregon

C. G. Swenson
Specification Engineer

John Bond
Construction Admin. Engineer

Clarre Miller
Audit Supervisor
PUC Office.

Closed

WHITE & SOUTHWELL
ATTORNEYS AT LAW
FARLEY BUILDING
2400 S. W. FOURTH AVENUE
PORTLAND, OREGON 97201

EARLE V. WHITE
WM. G. SOUTHWELL

AREA CODE 503
TELEPHONE 226-6491

June 16, 1972

246-110

Mr. George M. Baldwin
Highway Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Gordon H. Ball, Inc.
Claim by Contractor for Additional Compensation
On Project No. I-205-7(14)299

Dear Mr. Baldwin:

Claim is hereby made for reimbursement of highway use taxes heretofore paid by Gordon H. Ball, Inc., and additional highway use taxes, penalties, and interest now or hereafter assessed by the Oregon Public Utility Commissioner if Gordon Ball is required to pay the same, to the extent such taxes, penalties, and interest are attributable to the transportation of borrow material from the "mandatory" borrow source on the west side of the Willamette River to the 1.87 mile section of East Portland Freeway Highway being constructed by Gordon Ball on the east side of the Willamette River.

The claim is based on ORS 767.025(3), which in 1971 became ORS 767.725(3). This statute provides for an exemption from highway use taxes as to:

> " ... motor vehicles operated by, or under contract with, a person responsible for the construction or reconstruction of a highway under contract with the State Highway Commission or with an agency of the United States, when operated within the immediate construction project as described in the governmental agency contract during the construction period."

Prior to submitting their bid herein Gordon Ball engineers obtained a copy of Chapter 767, ORS, and noted this exemption in context with the following facts:

Linda
8/10

1. The borrow source was "mandatory" and certain work was required with respect to the borrow area in addition to the removal of material therefrom. (Section 106, Special Provisions)

2. The borrow source was adjacent to the section of freeway highway still under construction, which adjoined the section of freeway highway Gordon Ball desired to enter a bid on.

3. Landslide from the borrow area obstructed and endangered the adjoining section of freeway highway and the removal of such material was essential for that purpose alone.

By reason of the above facts Gordon Ball engineers concluded that the borrow area and the streets, highways, and bridge which would be utilized in transporting the borrow material to the east side of the Willamette River were exempted by ORS 767.025(3) as being "within the immediate construction project as described in the governmental agency contract." Accordingly, Gordon Ball entered a bid on Project No. I-207-7(14)299 which contained no allowance for highway use taxes with respect to the transportation of borrow material to the east side of the Willamette River. The cost estimates underlying the bid are available for inspection for the purpose of confirming this fact.

In concluding that the exemption provided by ORS 767.025(3) applied in the instant situation, Gordon Ball did not have the benefit of any rule promulgated by the Oregon Public Utility Commissioner interpreting this statute and defining the limits of an "immediate construction project." Indeed, present inquiry of the P.U.C. office discloses that its written instructions to its auditors on the matter of the exemption is no less vague than the statute: "... the operation of vehicles by the contractor within the construction site specified in his contract is nontaxable even though open to public use." If the P.U.C. had adopted and promulgated a rule stating that only a highway in the course of construction is within the term "immediate construction project" then this inequity would not have occurred as Gordon Ball would have entered a bid which allowed for estimated highway use taxes.

It should be noted that if a bid includes an allowance for anticipated highway use taxes, the contractor pays the highway use taxes to the P.U.C., which, for the most part, pays such sums to the State Highway Division, which in turn pays it back to the contractor. Amounts paid by the contractor for highway use taxes therefore are eliminated from the net cost of the highway to the state. Avoidance of this circularity must have been the intent of the statute.

Whether a court would construe this statutory exemption differently than Gordon Ball did before entering its bid seems unimportant. The contractor made a reasonable construction of the statute as applied to a unique situation. It would be most inequitable to require Gordon Ball to pay the highway use taxes here without reimbursement by the State Highway Division. Reimbursement of such sums by the Division leaves the state in the same position as if Gordon Ball's bid included an allowance for highway use taxes. Failure to reimburse such sums results in a windfall to the state by reason of an ambiguous statute and unfairly penalizes Gordon Ball. Adoption of a rule by the P.U.C. precisely delineating "immediate construction project" in accordance with their interpretation of the statute would most effectively prevent situations such as this ever again arising since highway contractors in the future would include expected highway use taxes in their bids and the circularity heretofore noted would operate, to the disadvantage of neither the contractor nor the state.

A contention may be made that reimbursement by the Highway Division of highway use taxes paid by Gordon Ball would prejudice the next lowest bidder on the project who may have otherwise interpreted the statutory exemption and who would have been awarded the contract but for Gordon Ball's lower bid. We are advised that even had an amount sufficient to cover all highway use taxes herein been included in Gordon Ball's bid, its bid would still have been less than that of the next lowest bidder.

We are unfamiliar with your procedures in ruling on claims such as this. If a personal appearance on behalf of Gordon Ball is permissible, we would very much like to avail ourselves of such opportunity.

Enclosed with this letter is a copy of Gordon Ball's petition to the P.U.C. relative to this matter as well as a sketch indicating the routes traveled by Gordon Ball's trucks in the course of removing the borrow material. It is our understanding that the proceeding before the P.U.C. initiated by the petition for reassessment and refund will be continued until the Highway Division rules on this claim.

Very truly yours,

Wm G Southwell

WGS:cb

APPROVED:

GORDON BALL, INC.

By E J Ferguson
Vice President

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BEFORE THE

PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of REASSESSMENT OF HIGHWAY USE TAXES of GORDON H. BALL, INC.	Docket No. FA 11149 PETITION FOR REASSESSMENT AND REFUND

GORDON H. BALL, INC., a Nevada corporation authorized to transact business in Oregon, hereby invokes ORS 767.365 and P.U.C. Rule 13-030 and respectfully petitions the Commissioner for a reassessment of highway use taxes assessed against the petitioner for the period February 24, 1970 to July 31, 1971, and for refund of highway use taxes erroneously paid by the petitioner for said period and thereafter, to January 31, 1972. In support of its petition, the petitioner represents as follows:

I

On June 10, 1970, petitioner entered into a contract with the Oregon State Highway Division for the construction of the section of East Portland Freeway Highway immediately north of the east end of the new Willamette River Bridge between Oregon City and West Linn, for the removal and use in such construction of landslide materials obstructing and endangering the adjoining section of East Portland Freeway Highway immediately south of the west end of said bridge, and for the beautification of the landslide area after completion of such earth removal.

II

The operation of petitioner's motor vehicles between the east end of the new Willamette River Bridge and the landslide area south of the west end of such bridge pursuant to petitioner's contract with the Oregon State Highway Division was exempt from ORS Chapter 767 (except ORS

767.990), and from highway use taxes, by reason of ORS 767.025(3) because such vehicles were operated within the immediate construction project described in said contract.

III

Of highway use taxes assessed against the petitioner for the period February 24, 1970 to July 31, 1971, in the amount of $17,911.79 (exclusive of penalties and interest), $17,747.74 is applicable to mileage to and from the landslide area and should be cancelled on reassessment by reason of the exemption provided in ORS 767.025(3).

IV

Of highway use taxes paid by the petitioner for the period February 24, 1970 to July 31, 1971, in the amount of $29,685.41, the sum applicable to mileage to and from the landslide area is $17,180.44. Highway use taxes and penalties and interest thereon paid by the petitioner for the period August 1, 1971 to January 31, 1972 in the amount of $10,685.58 are entirely applicable to mileage to and from the landslide area. All such taxes were erroneously paid and should be refunded pursuant to ORS 767.355(7).

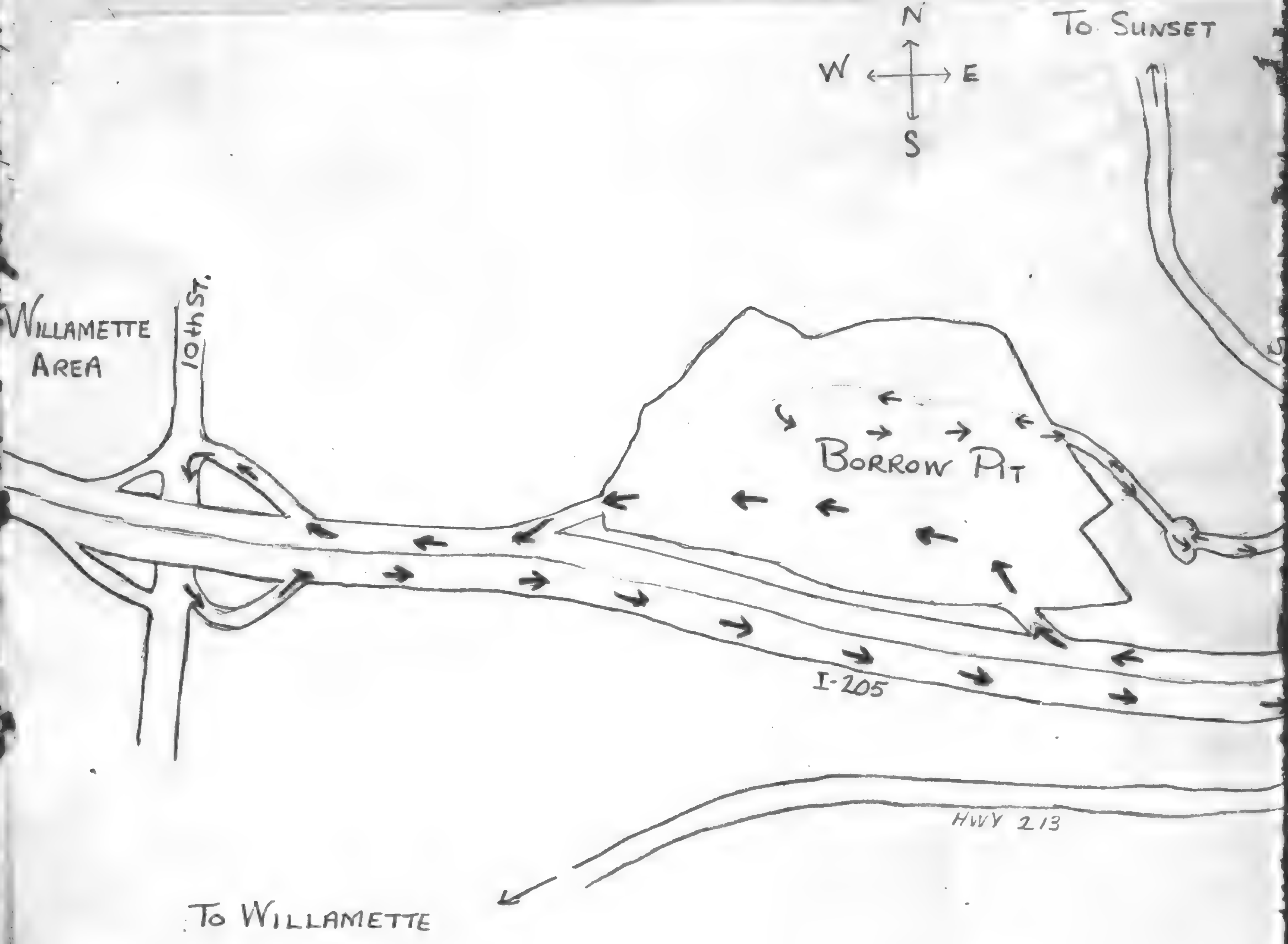
WHEREFORE, the petitioner prays that this matter be set for oral hearing, that said highway use taxes be reassessed in the proper amount, and that the overpayments caused by the petitioner's incorrect reports be refunded.

Respectfully submitted,

/s/ Wm. G. Southwell
Wm. G. Southwell

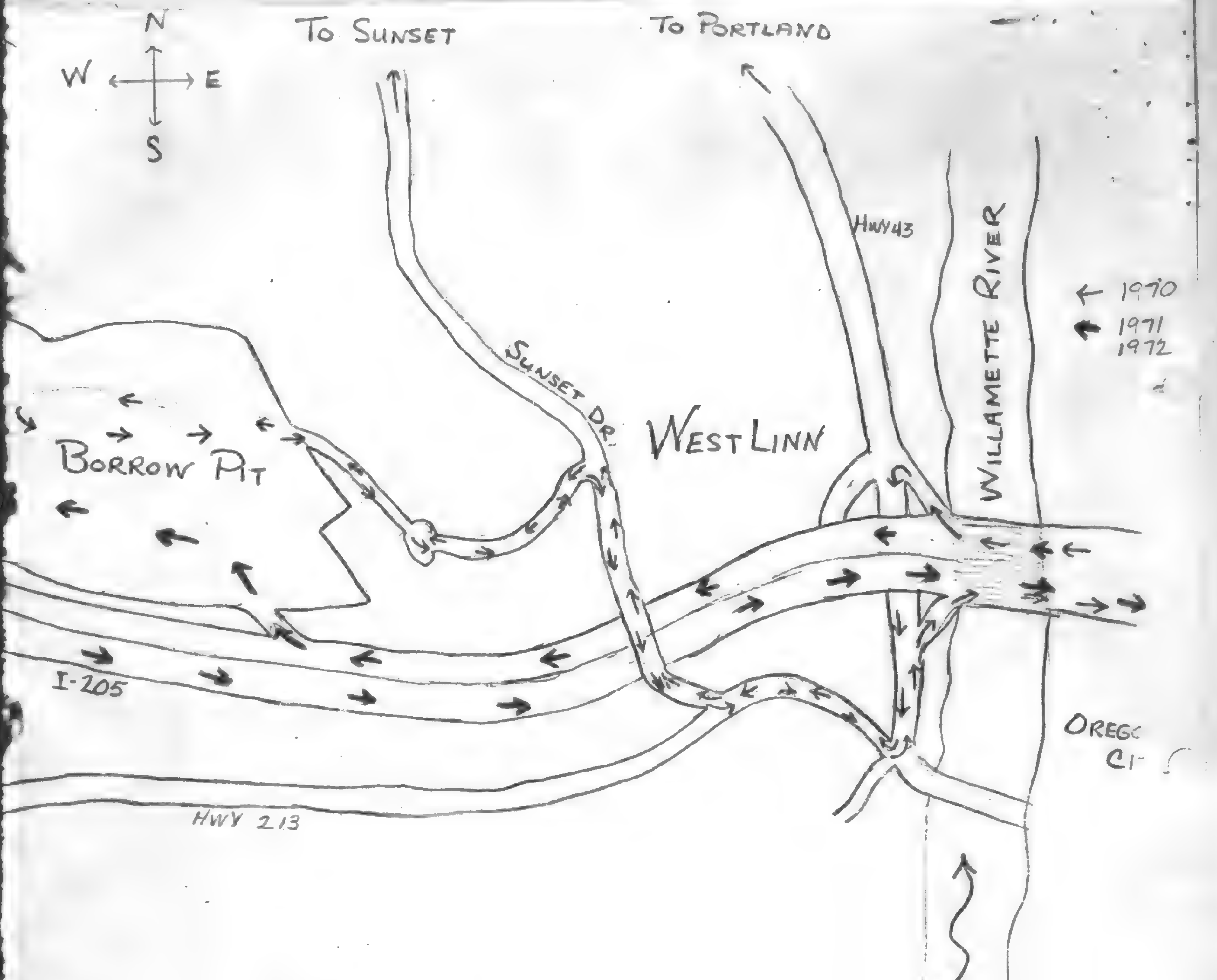
WHITE & SOUTHWELL
2400 S.W. Fourth Avenue
Portland, Oregon 97201

Attorneys for Petitioner



Gordon H. Ball, Inc.

Borrow Pit Haul
1970 - 1972



GORDON H. BALL, INC.

BORROW PIT HAUL

1970 – 1972

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FOR FILING

Claim 4702

FILED
JUL 21 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 20, 1972

7389

Schetky Equipment Corporation
P. O. Box 13365
Portland, Oregon 97213

NOTED ON CARD
7-24-72 kl

Attention: John L. Schetky, Jr.
President

Gentlemen:

This is to acknowledge receipt of a copy of your letter dated July 11, 1972, advising us that Klineline Sand and Gravel Co., Inc., owes you $5,102.46 for additional material.

This appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company, 921 S.W. Washington Street, Portland, Oregon 97205, and the Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

AL SIGNED
FLOYD [illegible]

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc American Insurance Company
921 S.W. Washington Street
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

SCHETKY
EQUIPMENT CORPORATION
MANUFACTURERS and DISTRIBUTORS
P. O. Box 13365, Portland, Oregon 97213 | N. E. Columbia Blvd. at 70th Ave. | 503/287-4141

CONSTRUCTION MACHINERY | TRAILERS
BUSES | TRUCK EQUIPMENT

July 11, 1972

The Honorable Clay Myers
Secretary of State
State Capitol
Salem, Oregon 97310

✓The Honorable Floyd Query
Secretary and Ex Officio
Clerk and Auditor
Oregon State Highway Commission
Oregon Highway Division
The Department of Transportation
State Highway Building
Salem, Oregon 97310

Subject: Supplemental Notice of Claim
to the Oregon State Highway
Commission
Oregon Highway Division
The Department of Transportation

Gentlemen:

Notice is hereby given that, in addition to the claim filed May 19, 1972, by Schetky Equipment Corporation in the amount of $10,933.10 for equipment and materials furnished to Klineline Sand & Gravel Co., Inc., for work on the Gladstone Interchange-Oregon City Interchange section of the East Portland Freeway in Clackamas County, State Highway Contract No. 7389, Schotky Equipment Corporation has a further claim through May 1, 1972, in the amount of $5,102.46 for additional material, to wit, repair parts,

RECEIVED
JUL 14 1972
OREGON
STATE HIGHWAY COMMISSION

Received 7-14-72

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

Cc ✓

furnished Klineline Sand & Gravel Co., Inc., against the bond taken from Gordon H. Ball, Inc., principal, and American Insurance Company and Argonaut Insurance Company, sureties, for the work on the Gladstone Interchange-Oregon City Interchange of the East Portland Freeway in Clackamas County, State Highway Contract No. 7389.

Very truly yours,

SCHETKY EQUIPMENT CORPORATION

By John L. Schetky, Jr.
John L. Schetky, Jr.
President

cc: Gordon H. Ball, Inc.
232 South Second
Kent, Washington 98031

American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Argonaut Insurance Co.
250 Middlefield Road
Menlo Park, California 94025

Klineline Sand & Gravel Co.
Post Office Box 128
Oregon City, Oregon 97045

General Insurance Company of America
1500 S. W. First Avenue
Portland, Oregon 97201
Attention: Mr. Thomas E. Wernette

Miller, Anderson, Nash, Yerke & Wiener
Attorneys at Law
900 S. W. Fifth Avenue
Portland, Oregon 97204
Attention: Mr. Dean D. DeChaine

FOR FILING

7389

~~B.Up~~
8-1
~~S-31~~

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1972

To: MEMO TO THE FILES

SUBJECT: West Linn Slide Discussion with David Gedney, June 27
Gladstone Interchange-Oregon City Interchange Section
I-205
Contract No. 7389

FROM:
Edgar L. Johnsen EJ
Special Studies & Chief Cost Engineer

David Gedney made a field review of the West Linn Landslide. The borrow excavation of the benched slope to the basalt bedrock was essentially complete. Slope meter tubes which are in place near the top of the cut slope had detected movement in previously stable ground.

Mr. Gedney computed a 20-percent increase in resistance with the rock buttress designed by Dan Gano. Mr. Gedney concurred in the proposed rock buttress as the method to correct the West Linn Slide.

Some modifications to the design were suggested by Mr. Gedney which would increase the effect of the buttress. The rock at the toe of the buttress should be founded on bedrock and not on the weathered material above as shown on the cross section. The height of the buttress could be increased ~~the~~ and eliminate the ditch at the back of the buttress.

The Area Engineer, Wally Bryant, is concerned about the economic justification of the $350,000 buttress compared with the land value. However, the land could be considered for any use, if stabilized, but could not without this corrective work.

Larry Rulien has been advised to proceed with the buttress correction plan. If an acceptable price agreement can be worked out with Ball, the slide correction will be done under the present contract and offered to the FHWA for their expected concurrence.

A future slide correction contract could be prepared in the event that the present contractor made an unfavorable offer to do the corrective work.

ELJ:fw

cc: A. E. Johnson
E. S. Hunter
C. T. Keasey
F. W. Yarbrough
L. W. Rulien
M. D. Payne
Dan Gano

NOTED
E. S. HUNTER

Recd. 7-7-72

JUNE 27, 1972 MEETING WITH DAVID GEDNEY ABOUT HIGHWAY LANDSLIDES

Field review was made on the West Linn Slide and the Iowa Street Slide. The remainder of the meeting was held in the Region I Conference room in Milwaukie

	Discussions Attended			
	West Linn Slide	Iowa St. Slide	Fountain Slide	Fernhill Slide
FHWA				
David Gedney, Chief, Foundations Branch	Yes	Yes	Yes	Yes
Bob Anderson, Assistant to Gedney	Yes	Yes	Yes	Yes
Andres Munoz, Assistant to Gedney	Yes	Yes	Yes	Yes
Hugh Henry, Region Design Engineer	Yes	Yes	Yes	Yes
Ray Schwegler, Region Materials Engineer	Yes	Yes	Yes	Yes
Glenn Hossner, District Engineer	Yes	Yes	Yes	Yes
David Carter, Ass't. Area Engineer			Yes	
Paul Riedl, Area II Engineer				Yes
OSHD				
Edgar L. Johnsen, Special Studies & Chief Cost Engineer	Yes	Yes	Yes	Yes
F. W. Yarbrough, Soils & Geology Engineer	Yes	Yes	Yes	Yes
A. C. Harwood, Region Construction Engineer	Yes	Yes		
M. D. Payne, Resident Engineer	Yes			
Buzz Banzer	Yes			
Dan Gano, Region Geologist	Yes	Yes	Yes	Yes
Warren Raso	Yes	Yes	Yes	
R. J. VanCleave			Yes	
J. B. Boyd, Region Engineer				Yes
G. W. Wimer, Region Construction Engineer				Yes
Loren Weber, Resident Engineer				Yes
J. F. Putnam, Region Engineer			Yes	
W. Reid Meritt, Resident Engineer			Yes	

JUNE 27, 1972 MEETING WITH DAVID GEDNEY ABOUT HIGHWAY LANDSLIDES

Field review was made on the West Linn Slide and the Iowa Street Slide. The remainder of the meeting was held in the Region I Conference room in Milwaukie

	Discussions Attended			
	West Linn Slide	Iowa St. Slide	Fountain Slide	Fernhill Slide
FHWA				
David Gedney, Chief, Foundations Branch	Yes	Yes	Yes	Yes
Bob Anderson, Assistant to Gedney	Yes	Yes	Yes	Yes
Andres Munoz, Assistant to Gedney	Yes	Yes	Yes	Yes
Hugh Henry, Region Design Engineer	Yes	Yes	Yes	Yes
Ray Schwegler, Region Materials Engineer	Yes	Yes	Yes	Yes
Glenn Hossner, District Engineer	Yes	Yes	Yes	Yes
David Carter, Ass't. Area Engineer			Yes	
Paul Riedl, Area II Engineer				Yes
OSHD				
Edgar L. Johnsen, Special Studies & Chief Cost Engineer	Yes	Yes	Yes	Yes
F. W. Yarbrough, Soils & Geology Engineer	Yes	Yes	Yes	Yes
A. C. Harwood, Region Construction Engineer	Yes	Yes		
M. D. Payne, Resident Engineer	Yes			
Buzz Banzer	Yes			
Dan Gano, Region Geologist	Yes	Yes	Yes	Yes
Warren Paaso	Yes	Yes	Yes	
R. J. VanCleave			Yes	
J. B. Boyd, Region Engineer				Yes
G. W. Wimer, Region Construction Engineer				Yes
Loren Weber, Resident Engineer				Yes
J. F. Putnam, Region Engineer			Yes	
W. Reid Meritt, Resident Engineer			Yes	

5

RECEIVED
JUL [illegible] 1972

FOR FILING

7389

July 5, 1972

Gordon H. Ball, Inc.
Post Office Box 151
Oregon City, OR   97045

Gentlemen:

This will formally acknowledge 70 calendar workdays contract time extension on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County, Contract No. 7389, as part of Price Agreement No. 22.

This price agreement covered a change from the temporary A.C. to portland cement concrete pavement on a segment of the project.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JAB:fw ia

bc George H. Baldwin
Floyd Query
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
V. L. Gallagher

5

JUL 6 1972

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7389

DATE July 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Extension of Time, Contract No. 7389
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway

An extension of 70 calendar workdays has been approved on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County, Contract No. 7389, on which Gordon H. Ball, Inc. is the contractor.

This extension was requested by the contractor in conjunction with a Price Agreement change concerning the roadway surfacing. As contracted, the project included a 4,700-foot long section of A.C. paving which was regarded as temporary or stage construction. This was across a deep fill area where subsidence and consolidation of the embankment foundation was expected over a period of time. The balance of the project is to be paved with concrete and it was intended that the temporary surfacing section also be re-paved with concrete at some future time.

Observations of the rate of settlement of the new roadbed fill have been made over a period of time and indicate the permanent surface could be placed sooner than originally estimated. It is highly desirable to place the permanent pavement along with the adjacent sections from a traffic standpoint and also as a matter of economy. An agreement for the change was therefore negotiated with the contractor and approved along with the stipulation that an additional 70 calendar workdays would

(more)

be allowed. This was with the concurrence of the Federal Highway Administration. Completion of the project is expected late this fall. The specified rate of time liquidated damages is $300 per day.

This matter will be on the agenda for your concurrence at the August 8 meeting.

JAB:fw ia
bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund
L. W. Rulien
V. L. Gallagher

RECEIVED
JUN 21 1972
FOR FILING

Int. file

5

WHITE & SOUTHWELL
ATTORNEYS AT LAW
FARLEY BUILDING
2400 S. W. FOURTH AVENUE
PORTLAND, OREGON 97201

EARLE V. WHITE
WM. G. SOUTHWELL

AREA CODE 503.
TELEPHONE 226-6491

7389

June 16, 1972

Mr. George M. Baldwin
Highway Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Gordon H. Ball, Inc.
Claim by Contractor for Additional Compensation
On Project No. I-205-7(14)299

Dear Mr. Baldwin:

Claim is hereby made for reimbursement of highway use taxes heretofore paid by Gordon H. Ball, Inc., and additional highway use taxes, penalties, and interest now or hereafter assessed by the Oregon Public Utility Commissioner if Gordon Ball is required to pay the same, to the extent such taxes, penalties, and interest are attributable to the transportation of borrow material from the "mandatory" borrow source on the west side of the Willamette River to the 1.87 mile section of East Portland Freeway Highway being constructed by Gordon Ball on the east side of the Willamette River.

The claim is based on ORS 767.025(3), which in 1971 became ORS 767.725(3). This statute provides for an exemption from highway use taxes as to:

> " ... motor vehicles operated by, or under contract with, a person responsible for the construction or reconstruction of a highway under contract with the State Highway Commission or with an agency of the United States, when operated within the immediate construction project as described in the governmental agency contract during the construction period."

Prior to submitting their bid herein Gordon Ball engineers obtained a copy of Chapter 767, ORS, and noted this exemption in context with the following facts:

6/20
Linked for
R/D
cy Al Johnson

NOTED
F. B. KLABOE

6-20-72

1. The borrow source was "mandatory" and certain work was required with respect to the borrow area in addition to the removal of material therefrom. (Section 106, Special Provisions)

2. The borrow source was adjacent to the section of freeway highway still under construction, which adjoined the section of freeway highway Gordon Ball desired to enter a bid on.

3. Landslide from the borrow area obstructed and endangered the adjoining section of freeway highway and the removal of such material was essential for that purpose alone.

By reason of the above facts Gordon Ball engineers concluded that the borrow area and the streets, highways, and bridge which would be utilized in transporting the borrow material to the east side of the Willamette River were exempted by ORS 767.025(3) as being "within the immediate construction project as described in the governmental agency contract." Accordingly, Gordon Ball entered a bid on Project No. I-207-7(14)299 which contained no allowance for highway use taxes with respect to the transportation of borrow material to the east side of the Willamette River. The cost estimates underlying the bid are available for inspection for the purpose of confirming this fact.

In concluding that the exemption provided by ORS 767.025(3) applied in the instant situation, Gordon Ball did not have the benefit of any rule promulgated by the Oregon Public Utility Commissioner interpreting this statute and defining the limits of an "immediate construction project." Indeed, present inquiry of the P.U.C. office discloses that its written instructions to its auditors on the matter of the exemption is no less vague than the statute: "... the operation of vehicles by the contractor within the construction site specified in his contract is nontaxable even though open to public use." If the P.U.C. had adopted and promulgated a rule stating that only a highway in the course of construction is within the term "immediate construction project" then this inequity would not have occurred as Gordon Ball would have entered a bid which allowed for estimated highway use taxes.

It should be noted that if a bid includes an allowance for anticipated highway use taxes, the contractor pays the highway use taxes to the P.U.C., which, for the most part, pays such sums to the State Highway Division, which in turn pays it back to the contractor. Amounts paid by the contractor for highway use taxes therefore are eliminated from the net cost of the highway to the state. Avoidance of this circularity must have been the intent of the statute.

Whether a court would construe this statutory exemption differently than Gordon Ball did before entering its bid seems unimportant. The contractor made a reasonable construction of the statute as applied to a unique situation. It would be most inequitable to require Gordon Ball to pay the highway use taxes here without reimbursement by the State Highway Division. Reimbursement of such sums by the Division leaves the state in the same position as if Gordon Ball's bid included an allowance for highway use taxes. Failure to reimburse such sums results in a windfall to the state by reason of an ambiguous statute and unfairly penalizes Gordon Ball. Adoption of a rule by the P.U.C. precisely delineating "immediate construction project" in accordance with their interpretation of the statute would most effectively prevent situations such as this ever again arising since highway contractors in the future would include expected highway use taxes in their bids and the circularity heretofore noted would operate, to the disadvantage of neither the contractor nor the state.

A contention may be made that reimbursement by the Highway Division of highway use taxes paid by Gordon Ball would prejudice the next lowest bidder on the project who may have otherwise interpreted the statutory exemption and who would have been awarded the contract but for Gordon Ball's lower bid. We are advised that even had an amount sufficient to cover all highway use taxes herein been included in Gordon Ball's bid, its bid would still have been less than that of the next lowest bidder.

We are unfamiliar with your procedures in ruling on claims such as this. If a personal appearance on behalf of Gordon Ball is permissible, we would very much like to avail ourselves of such opportunity.

Enclosed with this letter is a copy of Gordon Ball's petition to the P.U.C. relative to this matter as well as a sketch indicating the routes traveled by Gordon Ball's trucks in the course of removing the borrow material. It is our understanding that the proceeding before the P.U.C. initiated by the petition for reassessment and refund will be continued until the Highway Division rules on this claim.

Very truly yours,

Wm G Southwell

WGS:cb

APPROVED:

GORDON BALL, INC.

By E Ferguson
Vice President

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

7387

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 1, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

SUBJECT Oregon City Interchange-Gladstone Interchange
Contract No. 7389
FAP No. 1-205-7(14)299

Your consideration and concurrence with the proposed rock buttress to stabilize the West Linn Landslide is requested. This matter deserves your urgent attention.

We propose to construct a rock buttress according to the design submitted by the May, 1972 plan submitted by Dan Gano, Region I Geologist. This plan and the supporting geologic data was given to Ernest Valach of your office May 31, 1972. The design has been approved by F. W. Yarbrough, our Soils and Geology Engineer. His letter of agreement is attached.

The slide correction plan is to excavate to the solid basalt foundation below the slip surface, then shoot and place basalt rock acquired from borrow excavation floor adjacent to the slide. The rock portion of the buttress will be topped and shaped with selected slide material. The estimated cost of this work from Station 816 to Station 836 assumes 70 cubic yards of shot rock and 40 yards of selected slide material per lineal foot of slide at $1.60 per cubic yard.

(Combined cost of shot rock plus selected slide material)
$1.60 x (70 + 40) x 2,000 = $352,000 is the estimated cost of this correction.

The present contractor on the project can perform the work most economically now. We are asking him for prices to complete the work this summer by price agreement. We anticipate our cost to do the work by price agreement may be less than $352,000.

Alternates to the buttress correction were considered. It may be possible to expand the underlying basalt rock through the slip surface by blasting. There is an uncertainty as to the positive stabilizing effect using this method.

The groundwater level is quite low. Subdrainage would only have a minor effect on stability.

Mr. L. W. Rulien's May 23 letter which describes the property values is attached for your consideration.

ELJ:fw
Attachments
cc: A. E. Johnson
L. W. Rulien

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1972

SUBJECT: West Linn Slide
I-205
Clackamas County

To: Mr. Victor D. Wolfe
Location Engineer

At Ed Johnsen's request, I have reviewed the rock buttress proposal by the Region Geologist to stabilize the remaining portion of the West Linn slide. The west end has previously been stabilized with a buttress.

My analysis indicates that the proposed buttress will increase the resistance to sliding by about 20 percent of the total driving force. Based on the assumption that the forces causing sliding and the resisting forces are not now far out of balance, the factor of safety against sliding provided by the buttress is near 1.2. This indicates that the proposed buttress is a reasonable effort to stabilize the slide.

F. W. Yarbrough

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Ed Johnsen

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
MAY 31 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: May 23, 1972

To: C. T. Keasey
Construction Engineer

FROM:

L. W. Rulien
Regional Engineer

Routing
Keasey K
Bond
Walker
Johnson
RECEIVED
MAY 24 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

SUBJECT: West Linn Slide
Oregon City Interchange-Gladstone Interchange
Contract 7389

We have now had time to develop further refinements to our previously submitted proposal for an extension of the rock buttress at the toe of the "West Linn" slide. Attached are two copies of a folder which contains data from the slope monitoring which has been done on the slide and also contains sketches of the buttress design. Also attached are two rolls each containing the buttress stability analysis and a plan view of the proposed and existing buttress, the benches, the location of the borings, and the nature slide cracks. It is suggested that you have this proposed buttress design reviewed.

We have attempted a brief analysis of property costs considering the area within the slide and above the slide, and the resulting values with a stabilized condition, and a non-stabilized condition. Attached is a report from the Right of Way Supervisor together with a sketch map. This estimate indicates that property above the slide which we would need to acquire and hold for self protection if we do not make a correction has a value of $120,000. In addition it is estimated that the slide area itself, if stabilized, would increase in value $323,000. There are considerations other than pure economics. This side hill is exposed to view for some distance and it is important that the area be stabilized and healed up.

I have asked Maury Payne to resubmit revised cost estimates for this work which would be based on quantities involved in this revised buttress design. I will submit them as soon as they are available. Considering the increased scope of this work, I do not believe that it should be undertaken on an Extra Work basis with the contractor. I believe that we should either negotiate a suitable and supportable price, or let a separate contract. There is money in the job to cover this work without further Commission action, and there would be savings in time and overhead if the work were added to the current contract.

LWR/cr
cc Maury Payne, Dan Gano

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 11, 1972

SUBJECT:
West Linn Slide ARea
West Linn-Pacific Highway
East Portland Freeway
Clackamas County

To: Mr. Kenneth Rolfe
District R/W Supervisor

OFFICE

Resident Engineer Maury Payne has requested the value of a 6 acre buffer and the value of a 38.3 acre slide area at present, and its value assuming the area had been stabilized.

I have inspected the property and believe the 6 acre buffer strip has a market value of approximately $20,000/acre or $120,000. The reason for this high value is that the strip controls the prime view of most of the hilltop, due to its slope away from the view to the north.

The 38.3 acre slide area is difficult to estimate; however, its present value is estimated at $1,500±/acre or $60,000. Assuming the area was stabilized and considering the location, view and potential, it is my opinion that the property would have a value of approximately $10,000/acre or $383,000.

Summary:	6. acre buffer strip	$120,000
	38.3 acre slide area	60,000
	38.3 acre stabilized area	383,000

MARVIN G. McELDOWNEY
District Appraiser

MGM:KF

RECEIVED
JUN 7 - 1972
FOR FILING

STATE OF OREGON
1859

Claim 4675

FILED
MAY 25 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7389

NOTED ON CARD
5-31-72 kl

May 23, 1972

Schetky Equipment Corporation
P. O. Box 13365
Portland, Oregon 97213

Gentlemen

This is to acknowledge receipt of your letter of May 19, 1972, informing us that Klineline Sand and Gravel Co., Inc., owes you for equipment rental and materials in the amount of $10,933.10.

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the E. Portland Freeway in Clackamas County.

The American Insurance Company and Argonaut Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc American Insurance Company
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Commission

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

SCHETKY
EQUIPMENT CORPORATION
MANUFACTURERS and DISTRIBUTORS
P. O. Box 13365, Portland, Oregon 97213 | N. E. Columbia Blvd. at 70th Ave. | 503/287-4141

CONSTRUCTION MACHINERY | TRAILERS
BUSES | TRUCK EQUIPMENT

May 19, 1972

The Honorable Clay Myers
Secretary of State
State Capitol
Salem, Oregon 97310

Subject: Notice of Claim to the Oregon State Highway Commission
Oregon Highway Division
The Department of Transportation

Gentlemen:

Notice hereby is given that as of March 31, 1972, the undersigned, Schetky Equipment Corporation, has a claim of $10,933.10 for the use and rental of an 8,000 lb. Madsen Asphalt Plant, S/N 609, Tonnel Feed System, Dustex Bag Collection System, S/N 1389 and other related equipment and materials which it furnished Klineline Sand & Gravel Co., Inc. against the bond taken from Gordon H. Ball, Inc. principal, and American Insurance Company and Argonaut Insurance Company, sureties, for the work on the Gladstone Interchange-Oregon City Interchange section of the East Portland Freeway in Clackamas County, State Highway Contract No. 7389.

You are further notified that Klineline Sand & Gravel Co., Inc. is still using this material for work on the aforesaid job and the amount of the claim may be increased.

Very truly yours,

SCHETKY EQUIPMENT CORPORATION

John L. Schetky, Jr.
President

br
Certified Mail Return Receipt Requested

NOTED
FLOYD QUERY
5-22-72

ccs: ✓The Hon. Floyd Query
Secretary and Ex Officio Clerk & Auditor
Oregon State Highway Commission
Oregon Highway Division
The Division of Transportation
State Highway Building
Salem, Oregon 97310

Cc ✓

Gordon H. Ball Inc.
232 South Second
Kent, Wash. 98031

American Insurance Company
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Co.
250 Middlefield Rd.
Menlo Park, Calif. 94025

Miller, Anderson, Nash, Yerke & Wiener
Att: Mr. Dean D. DeChaine
900 S. W. 5th
Portland, Oregon 97204

NOTED
C. W. HEAD

RECEIVED
MAY 22 1972

FOR FILING

7389

May 19, 1972

Ray Bradskar
335 14th Court
Eastside, Oregon 97420

Dear Mr. Bradskar:

This is to acknowledge receipt of your letter of May 15, 1972, advising us that you still have money due on the Gordon H. Ball, Inc., job in the amount of $107.50.

Our records indicate that this is in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

Your claim in the amount of $107.50 for hauling was filed with the Secretary of State on October 28, 1971. This filing will protect your claim under the bond.

We will advise the sureties and the principal contractor that your claim is still unpaid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kl

cc American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Gordon H. Ball, Inc.
P. O. Box 697
Renton, Washington 98055

Argonaut Insurance Co.
250 Middlefield Road
Menlo Park, California 94025

335 14th Court
Eastside, Oregon 97420
May 15, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sirs:

This is to advise you on our claims from last October, your letter dated Oct. 27, 1971.

Our Lawyer got a settement on the Peter Kiewit job thru Bruce Hanson's lawyer. We settled for $1500.00, while we had $1901.05 coming.

The Gordon Ball job of $107.50 and the R. A. Heintz job of $48.00, we didn't get paid for. Bruce Hanson had already gotten paid for them, but didn't pay us.

Would you please advise us on how to prevent something like this in the future.

Thank you
Roy Bredskar
Roy Bredskar

NOTED
LLOYD QUERY

RECEIVED
MAY 16 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 10 1972
FOR FILING

7379

Claim 465

FILED
MAY 17 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-19-72 kl

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 16, 1972

McMenamin, Jones, Joseph & Lang
Attorneys at Law
Morgan Park Building
Portland, Oregon 97205

Attention: Thomas E. Wolf

Gentlemen:

This is to acknowledge receipt of your letter of May 12 addressed to the Secretary of State with attached Notice of Claim (with invoice) stating that Argonaut Insurance Company has a claim for premiums due for Workmen's Compensation Policy covering the employees of Klineline Sand & Gravel Company in an amount not to exceed $39,931.35, with interest at the rate of six percent per annum from July 1, 1971.

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7379 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company and Argonaut Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1972
OREGON
STATE HIGHWAY COMMISSION

cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.
bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

McMENAMIN, JONES, JOSEPH & LANG
ATTORNEYS AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

ROBERT W. McMENAMIN
ROBERT P. JONES
THOMAS P. JOSEPH, JR.
RICHARD L. LANG
DARYLL E. KLEIN
THOMAS E. WOLF
CHARLES T. SMITH
C. ANDERSON GRIFFITH
WILLIAM L. HALLMARK
STEPHEN B. HERRELL
PETER M. SHEELY
J. TERRENCE BITTNER

AREA CODE 503
TELEPHONE 226-6301

May 12, 1972

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Clay Myers
Secretary of State
Capitol Building
Salem, Oregon 97310

Re: Oregon State Highway Commission
Contract No. 7389
Gladstone Interchange - Oregon
City Interchange
Our Client: Argonaut Insurance Company
Our File #: 5623

Dear Mr. Myers:

With regard to the above-referenced contract, you will find enclosed a Notice of Claim executed by Argonaut Insurance Company. Please file this claim pursuant to ORS 279.528.

Very truly yours,

Thomas E. Wolf

TEW:mo
cc: Oregon State Highway Commission
Argonaut Insurance Company

NOTED
FLOYD QUERY

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION

Notice is hereby given that Argonaut Insurance Company has a claim for premiums due for Workmen's Compensation Policy No. WC 80-276-803504 covering the employees of Klineline Sand & Gravel Co. in Oregon, in a sum not to exceed $39,981.35, together with interest at the rate of six percent (6%) per annum from July 1, 1971; a copy of the invoice covering said sum is attached and incorporated by reference. The aforementioned insurance coverage was furnished at the special instance and request of Klineline Sand & Gravel Co. as required by the provisions of ORS Chapter 656.

Argonaut Insurance Company makes this claim against the Performance Bond, No. 130683, dated June 10, 1970, with Gordon H. Ball, Inc., a Nevada corporation, as Principal, and the American Insurance Company, a New Jersey corporation, and Argonaut Insurance Company, a California corporation, as Sureties, for the work on the Gladstone Interchange - Oregon City Interchange, Contract No. 7389.

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

DATED this 11 day of May, 1972.

ARGONAUT INSURANCE COMPANY

By: /s/ Donald M. Murphy
Division Manager

STATE OF OREGON)
ss.
County of Multnomah)

On the 11 day of May, 1972, personally appeared

Donald Murphy, who being duly sworn did say that he is the Division Manager of Argonaut Insurance Company, and he acknowledged said instrument to be its voluntary act and deed.

BEFORE ME:

/s/ Thomas E. W

Notary Public for Oregon
My commission expires: 5-28-72

☒ ARGONAUT INSURANCE COMPANY
☐ ARGONAUT-MIDWEST INSURANCE COMPANY
☐ ARGONAUT-NORTHWEST INSURANCE COMPANY
☐ ARGONAUT-SOUTHWEST INSURANCE COMPANY

COMPENSATION INVOICE

ISSUING OFFICE: PORTLAND, OREGON

DATE: April 11, 1972

POLICY NUMBER: WC 80-276-803504

THIS INVOICE COVERS ☒ INTERIM REPORT ☐ PREMIUM ADJUST. ☐ COMMISSION ADJUST. ☐ DEPOSIT PREMIUM

INSURED:
KLINELINE SAND AND GRAVEL CO.
P.O. Box 128
Oregon City, Oregon

PRODUCER:
J B L & K CORPORATION
800 MOrgan Building
Portland, Oregon

PROD. CODE: N002

FOR PERIOD

MO.	DAY	YEAR		MO.	DAY	YEAR
07	01	71	TO	03	31	72

CLASS CODE	CLASSIFICATIONS	PAYROLL (OR OTHER BASIS)	RATES	PREMIUM
	OREGON			
4000	Sand or gravel digging	525,854.00	9.03	47,484.62
7335F	Dredging NOC	21,650.00	11.33	2,452.95
8810	Clerical office employees NOC	117,851.00	.27	318.20
0994	Rate reduction (.991)			49,803.46
0063	Prem. Discount - 4,000.00 @ 9.4% - 376.00 94,803.46 @ 14.7% - 6586.11			(6,962.11)

ADVANCE PREMIUM

DEPOSIT PREMIUM	$	2,860.00
INTERIM BILLINGS	$	-0-
TOTAL	$	2,860.00

TOTAL PREMIUM	$	42,841.35
ADVANCE PREMIUM	$	2,860.00
ADDITIONAL PREMIUM	$	39,981.35
RETURN PREMIUM	$	

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

Gen'l files ✓

FOR FILING

7389

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 16, 1972

SUBJECT: Requests to Eliminate Transverse Steel
LaGrande-Ladd Canyon Section, Contract 7566
Ladd Canyon Section, Contract 7671
S.E. Causey Ave.-Gladstone Interchange Section, Contract 7660
Gladstone Int.-Oregon City Int., Contract 7389
N. Fk., Jacobsen Gulch-N. Ontario Interchange Section, Contract 7605

To: H. S. Coulter

L. W. Rulien

W. E. Schwartz

FROM: C T Keasey

C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Proposals have been received from the contractors on each of the subject projects to eliminate the transverse reinforcing steel in the continuously reinforced PCC pavement, each with a quoted reduction in bid price of $0.20 per square yard.

We have done a considerable amount of research of various reports, practices in other states, etc., and the results are not conclusive. After extensive discussion in this office and in Administration, it has been decided not to change the requirement for transverse steel in these projects.

You should therefore advise your contractors to proceed according to the plans and specifications.

Another factor in arriving at the above decision was that the quoted price reduction on these projects ($0.20 per square yard in each case) is not considered to be equitable. The reduction in the quantity of steel and the labor cost should reflect a greater saving to the State, probably in the neighborhood of $0.30 to $0.50 per square yard.

In all the material researched, there are four main purposes served by the transverse steel reinforcement. They are as follows;

1. To maintain the specified spacing of longitudinal steel.
2. To serve as tie bars across the longitudinal joints in lieu of conventional tie bars.
3. To hold chance longitudinal cracks tightly closed for improved load transfer.
4. To aid in supporting the longitudinal steel at the specified location above the base.

The development of machinery to place the longitudinal steel in the fresh concrete within the specified tolerances, both lateral and vertical, eliminates Nos. 1 and 4 above. Since we have previously eliminated the use of tie bars across the longitudinal joints, No. 2 does not apply. This leaves only No. 3, and we have not been able to conclude the true value of the transverse steel, either in preventing longitudinal cracking or in holding the cracks tightly together once they do occur. Opinions differ around the country with some states definitely requiring the use of transverse steel and others permitting or specifying elimination of it.

I personally feel that the minor longitudinal cracking we have experienced has been caused by either (1) a faulty base or subgrade; (2) poor quality concrete; or (3) failure of a longitudinal joint to open as designed, and that the reinforcing effect of the transverse steel is so slight, because of the size and spacing of the bars, as to be negligible. This opinion is shared also by our Design Section.

Administration has agreed to approve a future project permitting or specifying the elimination of the transverse steel, and we are considering the Ladd Canyon-North Powder Section of I-80N in Eastern Oregon for this purpose. If this procedure is successful, it should result in a considerable dollar savings to the Highway Division on other future projects.

CTK:fw

cc: A. E. Johnson
Frank Hall
J. B. Boyd
J. H. Versteeg
J. F. Putnam

RECEIVED
MAY 16 197
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]

FOR FIL

OREGON STATE
HIGHWAY DIVISION

7389

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-205-7(14)299

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7389, Extra Work Order No. 14

Project Gladstone Interchange-Oregon City Interchange

Highway East Portland Freeway

County Clackamas

This Order reimburses the contractor the cost of moving in and out a crane to erect the illumination towers at the Park Place Interchange. The Park Place Interchange will be opened early to carry the traffic being rerouted from the existing Cascade Highway. Erection of the illumination towers at this time is out of phase with the contractor's work schedule but is desirable to provide illumination of the interchange.

This reimbursement of cost was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 5, 1972.

Your approval as of May 5, 1972 is requested.

BMW:bb

Attachments

RECEIVED
MAY 4 • 1972
FOR FILING

7389

Claim 46 2

FILED
MAY - 1 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

1859
OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

April 28, 1972

Brand, Lee and Ferris
Attorneys at Law
515 Pioneer Trust Building
Salem, Oregon 97301

Attention: Thomas B. Brand

NOTED ON CARD
5-3-72-kl

Gentlemen:

This is to acknowledge receipt of your letter of April 25 informing us that Gordon H. Ball, Inc., owes Roy L. Houck Sons Corporation for equipment rental in the amount of $39,785.63 plus interest. You state that this equipment was leased to Klineline Sand and Gravel Company (subcontractor).

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company and Argonaut Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.
Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

BRAND, LEE & FERRIS
ATTORNEYS AT LAW
615 PIONEER TRUST BUILDING
SALEM, OREGON 97301
PHONE 364-0833 AREA CODE 503

Thomas B. Brand
Richard D. Lee
Evelyn Scott Ferris

April 25, 1972

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

American Insurance Co.
921 S. W. Washington
Portland, Oregon 97205

General Insurance Co. of America
1500 S. W. 5th
Portland, Oregon 97204

Attention Ted Equals
Surety Dept.

Argonaut Insurance Co.
250 Middlefield Road
Menlo Park, California 94025

Oregon State Highway Commission
Office of the Secretary
Highway Department Bldg.
Salem, Oregon 97301

Klineline Sand & Gravel Co.
1508 N. E. 117th St.
Vancouver, Washington 98660

Re: Gladstone Interchange-Oregon City Interchange of the East Portland Freeway in Clackamas County. Contract #7389 dated 10 June 1970. To be performed within 630 calendar days from 22 June 1970.

Gentlemen:

This is to place the above-named parties on notice of a claim by Roy L. Houck Sons Corporation for the rental price of certain equipment owned by Roy L. Houck Sons Corporation and leased to Klineline Sand & Gravel Company and used by it in the transportation of certain materials as a subcontractor with Gordon H. Ball, Inc., contractor with the State of Oregon. My information is that American and Argonaut are the bonding companies with bonds on the job, and that General has the bond on Klineline's subcontract.

The amount and nature of the exact claim is $39,785.63 plus interest to payment for the rental of #100 and #180 payhaulers.

This is not a demand for payment by any of the addresses to Houck. This is merely to place all of the above-named upon

NOTED
LLOYD QUERY
4-26-72

REFERRED TO
BY SECRETARY

notice of the existence of the claim by Houck, that the sum alleged to be due, has not been paid, that the time for payment thereof has not yet passed, and that if not paid within the time or times agreed upon, a claim will be filed by Houck against the appropriate parties hereinabove named.

Very truly yours,

BRAND, LEE & FERRIS

Thomas B Brand

THOMAS B. BRAND

TBB:Lc

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
APR 26 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 [illegible]

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 19, 1972

TO MEMO TO THE FILES

7389

FROM Edgar L. Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

SUBJECT Gladstone Interchange-Oregon City Interchange Section
Contract No. 7389
West Linn Slide

C. T. Keasey and Edgar L. Johnsen reviewed the West Linn slide problem on April 13, 1972 with L. W. Rulien, A. C. Harwood, M. D. Payne and Dan Gano. Slope indicator records indicate movements ranging from 1-1/2 inches to 4 inches since the benched cut was completed. Virtually the entire cut slope from Salamo Road to the easterly end of the excavation, about 2,200 feet, is moving. The Region has proposed a rock buttress constructed under the present contract to correct the problem. A buttress the size of that which was constructed last fall below Salamo Road would cost about $150,000.

To protect the adjacent property, the Construction Section recommends the buttress. Its construction this season under the present contract is recommended to stabilize the slope before the next wet season. This work should not interfere with the contractor's completion of the project.

The Region was advised to complete their buttress design and submit their proposal for approval.

ELJ:fw

cc: A. E. Johnson
C. T. Keasey
L. W. Rulien

NOTED
A. E. JOHNSON

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

file

APR 6 1972

FOR FILING

1369

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

SUBJECT: Assignment 522-AEJ

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

522

I have checked with Rulien re this by phone and he advises that Crown has dropped their request for material. We can close this one.

C T Keasey
C. T. Keasey
Construction Engineer

CTK:fw
Attach.

NOTED
A. E. JOHNSON

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

A. E. Johnson

FORM S-30 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
January 20, 1972

SUBJECT: Request for Material
Crown Zellerbach
Gladstone-Oregon City
Contract 7389

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
SALEM

Attention Mr. C. T. Keasey

Crown Zellerbach has been making contacts with us seeking to borrow 4000 cubic yards of material from the West Linn slide. Attached is a copy of their most recent letter. They would like to take about 4000 cubic yards and would coordinate their work with Gordon Ball. Our contractor has no objections and the material is available. Would you please advise if we can properly make this accommodation.

L. W. Rulien
Regional Engineer

LWR/cr
cc Maury Payne

Routing
3 Morgan MK
4 D
E
Litchfield

RECEIVED
JAN 21 1972
CONSTRUCTION
DIVISION

Rough draft of "Agreement" attached M.
Lindas will prepare final agreement M.

CrownZellerbach
West Linn Mill

January 17, 1972

State of Oregon
Highway Division
9200 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Attention: Mr. L. W. Ruline, Regional Engineer

Gentlemen:

Re: Secondary Effluent Treatment - Pond Dike Changes
CEO File 1324

We had the opportunity to meet with Mr. Morrie Payne, Resident Engineer, and Mr. Joe Farrell of Gordon Ball, Inc., on January 10, 1972, at the slide area above Freeway #205 to discuss the possibility of obtaining material from that site for use on our dike, as requested in our letter of January 5.

We would like to ask that we be given an opportunity to obtain approximately 4000 cubic yards of this material if proper weather conditions permit within the next two months. We understand that probably four or five days of clear drying weather and a forecast of an additional like period would possibly allow hauling from the pit. This would probably be done in conjunction with Gordon Ball's earth removal to minimize hazards at the Freeway.

Thank you for your consideration of this matter and we hope this will meet with your approval.

Yours very truly,

CROWNZELLERBACH

C B Collins

C. B. Collins

CBC/mk

cc: F. B. Morgan, State of Oregon, Salem
M. Payne, State of Oregon, Gladstone
J. L. Farrell, Gordon H. Ball, Inc., Gladstone
L. Moncini, CEO, Seattle
W. A. Gianotti, CZ, West Linn

☐ DE ☐ ADE ☐ ADE ☐ OE
JAN 19 1972
☐ TE ☐ UE ☐ DES

West Linn, Oregon 97068

FDM:fw
1-25-72

ROUGH DRAFT

LAND USE AGREEMENT

This agreement, made and entered into by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "STATE", and Crown Zellerbach, a corporation located in Oregon City, Oregon, hereinafter called "COMPANY",

WITNESSETH

RECITALS:

1. For the purpose of providing a source for 4,000 cubic yards of slide material to the Crown Zellerbach Company for their use in construction of a dike on their property located in West Linn, Oregon.

2. State, by execution of this agreement, approves the acts to be performed by Company and all other provisions of this agreement.

~~2~~x 3. State hereby grants to Company the right to remove 4,000 plus or minus cubic yards from the area known as West Linn Slide, more particular described as follows:

4. State disclaims any responsibility for claims or damages caused by the removal of said material from slide area.

5. Company approves the provisions of this agreement as set forth herein.

6. Company shall excavate and remove said material from the slide area to the lines and grades established by the State.

7. Company shall hold state harmless from any claim, suit or action whatsoever for damages to property or injury or death on any person or persons arising out of Company's use or acts in the performance of this work.

8. Company shall not assign any rights or interest under this agreement without prior written consent of State.

9. Company shall have adequate flagmen and traffic control facilities to adequately control access of its hauling vehicles to and from the slide area.

10. Company shall obtain a letter from Gordon H. Ball, Inc., contractor on the S. E. Causey Avenue-Gladstone Interchange Section of the East Portland Freeway, agreeing to the terms of this agreement and also stating that there will be no claims against the State due to the performance of this work and that this work will not hinder the work yet to be done by Gordon H. Ball, Inc in this slide area nor the final cleanup and finishing of this slide area.

11. Company shall, at its own expense, for its activities under this agreement, carry and keep in force public liability and property damage insurance in a form and with companies acceptable to State, with limits of each occurrence of not less than fifty thousand dollars ($50,000) for each person and three hundred thousand dollars ($300,000) for all persons for injury or death, and twenty-five thousand dollars($25,000) for damage to property. The insurance policy or policies shall include as named insureds the State of Oregon, the State Highway Commission, its members, officers, agents and employees.

12. Company agrees to remove said 4,000 cubic yards of material not later than May 1, 1972.

13. Company agrees to pay to the State a ten-cent (10 cent) per cubic yard royalty for material removed from said slide area. Basis of measurement at an agreed upon truck measure volume, per each truck used in the haul of this material.

RECEIVED
APR 3 - 1972
FOR FILING

4-3-72

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No 7389 Section Gladstone-Oregon City FA No I-205-7(14)299

7389

Type Revision PA No. 22 Amount $362,268 Funds in Author. $ -

Status Total Project Author.: Over __ % $____ Under 2 % $250,000

Explanation (why) and Comments Revise plans and specifications to provide for placing of final Continuously Reinforced P.C.C. surfacing in lieu of specified Class "B" A.C. surfacing. Also provides for an additional 70 Calendar Workdays to the contract time in order that C.R.P.C.C. surfacing may be performed in conjunction with that on the ajacent Causey-Gladstone section.

Method of Payment unit prices Est. increase ~~decrease~~ in cost $362,268

Price checked by Cost Analyst 3-23-72 Discussed Asst. Constr. Engr.____

Discussed with Bryant & Valach on 3-30-72 by Glenn

Action Recommended:
☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER
☒ PARTICIPATING
☐ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED ____
☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

From the desk of:
F. B. Klaboe

4-3-72

Al: please comply with Tom's instructions. Ask for confirmation of time extension only.

From the desk of:
Tom Edwards

FBK

G.L.L. approval 70 days OK on Mar 31.

Prepare R/d for Commission Confirmation May 16.

/ 7389

Form E-[illegible] (Rev. 11-70)

RECEIVED
MAY [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY 6-11

[illegible] EFFECTIVE [illegible] 4-10-72
Contingent upon modification of pro[illegible] agreement if additional funds are [illegible]
[illegible] Engineer
5-9-72
[illegible]ERAL HIGHWAY AD[illegible]

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gladstone Int.-Oregon City Int. ✓
Date March 29 1972
Highway East Portland Freeway ✓
Contract No. 7389 ✓
County Clackamas ✓
Prefix 603-1009 ✓
Contractor Gordon H. Ball, Inc. ✓
F. A. Project No. I-205-7(14)299 ✓
Address P.O. Box 151, Oregon City, Oregon 97045 ✓
Order No. 10 Supplement #1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust existing Willamette River Bridge End Panels to conform with finish highway grades.
Supplemental Work: Remove existing Compression Joint Seals and place Oversized Compression Joint Seals. Repair erosion of slope paving under Bridge.

Fr Constr. 5-12-72

Location by station numbers: "L" 707+83 & "A" 708+00

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

	Approved Original Amt.		Requested Supplemental Amt.	
Equipment:	$700 ✓	+	$1,300	
Materials:	$1,500 ✓	+	$2,500	
Labor:	$2,800 ✓	+	$5,200	
Total:	$5,000 ✓	+	$9,000 ✓	= $14,000 ✓

NOTED
TOM EDWARDS

Explanation: (**Explain here the conditions which cause this work to be classed as "extra work"**) The original Order for Extra Work provided for adjusting the Bridge End Panels. Due to a change in the method of adjustment the cost was increased. The oversized compression seal is required due to the space (created by embankment settlement) not closing when the panel was adjusted. Contract Specifications and AGC State agreed rates will prevail.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$12,878,639.62
Present estimate of project cost, including $~~14,000~~ 9000.00 for work under this order	$12,878,639.62
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne, Resident Engineer

Approval Recommended: [illegible], Construction Engineer or Bridge Engineer
OK KWE
For:

Approval Recommended: [illegible]

Approved [illegible]

RECEIVED
1972
FOR FILING

Claim 4646

FILED
MAR - 6 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

#7389

RECEIVED
MAR 7 - 1972
OREGON
STATE HIGHWAY COMMISSION

March 3, 1972

Ideal Cement Company
708 Cascade Building
Portland, Oregon 97204

Attention: Harold H. Jahn
Sales Manager, Oregon Division

NOTED ON CARD
RL 3-7-72

Gentlemen:

This is in reply to your Notice of Claim dated February 28, 1972, informing us that you have a claim for Portland Cement purchased by Klineline Sand & Gravel Company in the amount of $48,001.24.

From the description given in the Notice, this appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Co., 921 S. W. Washington Street, Portland, Oregon 97205, and the Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the Performance Bond on the Project. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The American Insurance Company Gordon H. Ball, Inc.
Argonaut Insurance Company
Hon. Clay Myers - Please acknowledge receipt of attached ✓
claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

IDEAL CEMENT COMPANY
DIVISION OF IDEAL BASIC INDUSTRIES, INC.
708 CASCADE BUILDING TRADE PORTLAND CEMENT MARK PHONE: 228-7288
PORTLAND, OREGON 97204

February 28, 1972

Department of Transportation
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

NOTICE OF CLAIM - CONTRACTORS' BOND

Notice is hereby given that the undersigned, Ideal Cement Company, Division of Ideal Basic Industries, Inc. has a claim for 10,300.35 barrels Type II Ideal Portland Cement purchased by Klineline Sand & Gravel Company, P.O. Box 30, Oregon City, Oregon in the sum of $ 48,001.24 dollars against the bond issued by Safeco General Insurance, Seattle, Washington in favor of Gordon H. Ball, Inc., General Contractor, P.O. Box 659, Kent, Washington for the work of Clackamas County Oregon State Highway Contract Number 7389, Gladstone Interchange - Oregon City Interchange Section of East Portland Freeway about 12 miles south of Portland. FAP No. I-205-7 (14) 299.

IDEAL CEMENT COMPANY
Division of Ideal Basic Industries, Inc.

by Harold H Jahn
Harold H. Jahn
Sales Manager, Oregon Division

RECEIVED
FEB 29 1972
OREGON
STATE HIGHWAY COMMISSION

Form E-306-634

STATE CO G-1P

[illegible] EFFECTIVE DATE 3-18-72
Contingent upon modification [illegible]

Dist Engineer

2-28-72

7589

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Gladstone Int.-Oregon City Int. Sec.	Date	February 15, 1972
Highway	East Portland Freeway	Contract No.	7389
County	Clackamas	Prefix	603-1009
Contractor	Gordon H. Ball, Inc.	F. A. Project No.	I-205-7(14)299
Address	P.O. Box 151, Oregon City, Oregon, 97045	Order No.	12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract

Description of work to be done:

Provide materials, labor and equipment to install 8" and 10" corrugated uncoated galvanized steel, 16 gage culvert pipe conduit to accomodate future sprinkler system. Work requires the cutting and replacement of cement treated base and class B A.C. to be done in accordance to section 603-31 (a) of the standard specifications for highway construction.

RECEIVED
MAR 1 1972
OFFICE OF
ASST. STATE HIGHWAY ENGINEER

to Const 3-3-72

Location by station numbers:

Throughout project as required

Estimate of quantities and cost:

Materials	$2,100.
Equipment	2,100.
Labor	1,800.
Labor	$6,000.

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The conduits were not shown on project plans, contractor could not anticipate the installations. Work to be done in accordance to standard specifications for highway construction and A.G.C. agreement.

Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,636.62
Present estimate of project cost, including $6,000.00 for work under this order	$12,878,636.62
Expected under-run over-run amount	$ -0-
Expected under-run over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
Deputy State Highway Engineer
Assistant State Highway Engineer
Office Engineer

SP*33577-734

c

RECEIVED
JAN 27 1972
FOR FILING

I-205-7(14)÷99

7389

January 26, 1972

NOTED ON CARD
1-26-72kl

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Gentlemen:

This is to acknowledge receipt of your letter of January 18 advising us that Gordon H. Ball, Inc., owes your client Ray Bradshaw for hauling materials in the amount of $187.50.

This appears to be in reference to the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company, 921 S. W. Washington Street, Portland, Oregon 97205, and Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the performance bond on this contract.

The Secretary of State's Office has informed us that they filed your claim letter on January 20, 1972, and assigned it File No. 4661.

Please advise this office when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kl

cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.

Commission

1859

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

January 21, 1972

COPY

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Re: ROY BREDSKAR

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by Roy Bredskar – Principal, Gordon H. Ball, Inc.
Job, Hwy. Contract No. 7389 ✓
Amount of Claim, $107.50
Surety, The American Insurance Co.

Principal, Peter Kiewit Sons' Company
Job, Hwy. Contract No. 7452 ✓
Amount of Claim, $1,502.78 (net balance)
Surety, The Aetna Casualty and Surety Co.

Principal, R. A. Heintz Construction Co.
Job, Hwy. Contract No. 7554 ✓
Amount of Claim, $48.00
Surety, U. S. Fidelity and Guaranty Co.

These claims have been filed as of January 20, 1972 and assigned file numbers 4641, 4642 and 4643.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

RECEIVED
JAN 21 1972
OREGON
STATE HIGHWAY COMMISSION
NOTED
G. W. HEAD

cc: Oregon State Highway Division

FLAXEL, TODD & FLAXEL
ATTORNEYS AT LAW
880 CALIFORNIA STREET
POST OFFICE BOX 547
NORTH BEND, OREGON 97459

BEN C. FLAXEL
ROGER B. TODD
BENTON FLAXEL

ROBERT L. STEVENSON

TELEPHONE
756-4187

January 18, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Contract No. 7389 with Gordon H. Ball, Inc. on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

Dear Mr. Query:

Notice is hereby given that the undersigned has a claim for services rendered in hauling materials in connection with the above referred to contract, the unpaid balance of which claim amounts to the sum of $107.50; for which sum the undersigned does hereby make claim against the above contractor and his bondsmen.

Yours very truly,

Roy Bredskar
ROY BREDSKAR

cc: Secretary of State
State Capitol Building
Salem, Oregon 97310

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

The American Insurance Co.
921 S.W. Washington Street
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

NOTED
FLOYD QUERY

RECEIVED
JAN 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 2 - 1972
FOR FILING

Claim 4640

FILED
JAN 27 1972
CLAY M
SECRET

RECEIVED
JAN 27 11 05 AM '72
RS
SE STATE

OREGON STATE HIGHWAY DIVISION

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310

7389

January 26, 1972

Randolph Slocum
P. O. Box 1428
Roseburg, Oregon 97470

NOTED ON CARD
1-27-72 RL

Attention: Bruce Tower

Dear Mr. Slocum:

This is to acknowledge receipt of your letter of January 14 advising us that Gordon H. Ball, Inc., owes your client Dale Blanck for hauling in the amount of $700.

From the description given in your letter, this appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7389 for work on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The American Insurance Company, 921 S. W. Washington Street, Portland, Oregon 97205, and Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

The Gordon H. Ball, Inc., address is 232 South Second Avenue, Kent, Washington 98031.

Please advise this office when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc The American Insurance Company
Argonaut Insurance Company
Gordon H. Ball, Inc.

Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

January 21, 1972

COPY

Flaxel, Todd & Flaxel
Attorneys at Law
P. O. Box 547
North Bend, Oregon 97459

Re: ROY BREDSKAR

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by Roy Bredskar - Principal, Gordon H. Ball, Inc.
Job, Hwy. Contract No. 7389
Amount of Claim, $107.50
Surety, The American Insurance Co. ✓

Principal, Peter Kiewit Sons' Company
Job, Hwy. Contract No. 7452
Amount of Claim, $1,502.78 (net balance)
Surety, The Aetna Casualty and Surety Co. ✓

Principal, R. A. Heintz Construction Co.
Job, Hwy. Contract No. 7554
Amount of Claim, $48.00
Surety, U. S. Fidelity and Guaranty Co. ✓

These claims have been filed as of January 20, 1972 and assigned file numbers 4641, 4642 and 4643.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Oregon State Highway Division

RECEIVED
JAN 21 1972
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

LAW OFFICES OF
Randolph Slocum
412 S. E. JACKSON
P. O. BOX 1428
ROSEBURG, OREGON 97470

RANDOLPH SLOCUM
JAMES H. SPENCE

TELEPHONE
AREA CODE 503
673-5585

January 14, 1972

Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Re: Dale Blanck

Gentlemen:

The above-named individual has contacted me relative to some hauling that he did for contractors on two interstate highway jobs in the months of June, July and August, 1971.

My client did hauling for Gordon Ball in the construction of Interstate Highway 205 near Oregon City. #7389 There remains an amount of $700.00 that has not been paid to Mr. Blanck as a result of his work on that project.

Mr. Blanck also did some hauling for Peter Kewit & Sons. This work was done for the construction of Interstate #7152 Highway 5 near Wilsonville. Mr. Blanck has not been paid in full for his work there, and $902.50 remains unpaid.

I would appreciate it if you would furnish me with the addresses of the above-named contractors so that I might contact them relative to this matter.

This letter will also serve as notice to you of our intention to sue upon the bonds with the respective contractors if these amounts are not paid.

Very truly yours,

Bruce Tower

BRUCE TOWER

BT:cw

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

STATE COPY

G-18

Form F-238 (Rev. 11-70)

I-205 7(14)299
7389

APPROVED EFFECTIVE DATE 9-24-71
Contingent upon modification of project agreement if additional funds are required

BY
TITLE D[illegible]
DATE 2-3-72
FEDERAL HIGHWAY [illegible]

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Gladstone Int.-Oregon City Int. Sec.
Date: Jan. 9, 1971
Highway: East Portland Freeway
Contract No.: 7389
County: Clackamas
Prefix: 603-1009
Contractor: Gordon H. Ball, Inc.
F. A. Project No.: I-205-7(14)299
Address: P.O. Box 151, Oregon City, Oregon, 97045
Order No.: 9, Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Rock Buttress to retain back slope of West Linn Borrow Area.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

to Const
2-8-72

Location by station numbers:

West Linn Borrow Area.

Sta. 833 - Sta. 837

NOTED
A. E. JOHNSON

Estimate of quantities and cost:	Original Authorized Amount:	$10,000.
Additional amount Requested	Equipment:	8,000.
	Labor:	4,000.
	Materials:	1,000.
	Total	$23,000.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Back slope of Borrow Area must be retained from sliding to protect existing Salamo Rd.
Work to be performed as per contract Specifications and State - A.G.C. agreed rates.

Work is underway.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$12,878,636.62
Present estimate of project cost, including ~~$23,000~~ 13,000.00 for work under this order	$12,878,636.62
Expected under-run over-run amount	$ -0-
Expected under-run over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended:
For Construction Engineer

Approval Recommended:

Approved A. E. Johnson

I-205-7(14)
7389

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1971

SUBJECT:

To: MEMO TO THE FILE

On about October 20, R. L. Porter was visited by Claire Miller of the P.U.C. office, asking for information pertaining to the Gladstone Interchange-Oregon City project being constructed by Gordon H. Ball, Inc.

I called Mr. Miller and furnished him the following information:

1. The new West Linn-Oregon City bridge was opened to traffic on May 28, 1970. Since July 1970, the contractor, Gordon H. Ball, Inc., has used a portion of the easterly 500 feet for his operations, the balance of the bridge being used by the general public.

2. The limits of the Gordon Ball contract was from the easterly end of the West Linn bridge to the north end of his job in the vicinity of Gladstone. His contract included two borrow areas -- borrow area "a", which was to be utilized after the completion of Gibbons and Reed's project, and borrow area "b", both of which were located within the limits of the slide occurring west of West Linn. The freeway west of the bridge was opened to traffic January 12, 1971.

3. Mr. Miller requested information as to when the "fr" line was opened to the public. I advised him that the "fr" line was constructed under traffic in order to accommodate people along the roadway and was completed the latter part of 1969.

The above information seemed to satisfy Mr. Miller.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms ja

cc R. L. Porter
Tom Edwards

OREGON STATE HIGHWAY DEPARTMENT
Salem Oregon

PUBLIC INFORMATION OFFICE PHONE 364-2171 Ext. 1501

Bridge

NEWS RELEASE

70-118-S

FOR IMMEDIATE RELEASE May 27, 1970

Economic growth of the area promises to be one of the major results of the opening of the new bridge between Oregon City and West Linn if past performances can be used as a criteria.

Governor McCall is scheduled to preside at the dedication ceremonies slated to take place at 11:30 a.m., Thursday, May 28. The new structure, estimated to cost $17,100,000, will provide six lanes of traffic across the Willamette River between the two pioneer communities of Oregon. It will replace a narrow, two-lane structure that was erected in 1922 and in its day considered a marvel of engineering.

This is the third bridge between the two communities, and each construction project has been forced by the growth of the area and the traffic generated as a result. Original communication between the two communities prior to 1888 was by means of a toll ferry. Economic expansion demanded a more frequent and better means of access. To meet the demand, a suspension bridge, the frist west of the Rocky Mountains, was constructed in 1888.

Because of their location, the two cities continued their growth, and it was not long before the new bridge was deemed inadequate for the traffic. Public pressure forced construction of the 1922 bridge. As early as 1945 agitation was started for a much larger bridge, with opinion centering on a six-lane structure. On Thursday, proponents of this structure will see their dream realized.

Assisting Governor McCall in the dedication and ribbon-cutting ceremonies will be a host of Federal, State, and local officials. The program will begin with the playing of the

(more)

National Anthem by the combined bands of Oregon City and West Linn High Schools. The invocation will be given by the Reverend Armin H. Reitz, minister of St. Stephens Lutheran Church of Gladstone. Glenn L. Jackson, chairman of the Oregon State Highway Commission, will serve as master of ceremonies and introduce the speakers.

Ralph M. Phillips, Regional Federal Highway Administrator, will represent the Federal agencies at the ceremony. He will be followed to the podium by Fred Stefani, chairman, Clackamas County Board of Commissioners, who will represent Clackamas County. Speaking for the cities of West Linn, Oregon City, and Gladstone will be Mayor Frank Schumaker of West Linn. Spokesman for the civic groups of the Tri-City area will be Richard Benson, president of the Tri-City Chamber of Commerce.

Following remarks by Governor McCall, the ribbon-cutting ceremonies marking the official opening of the span will take place. Plans call for Governor McCall, assisted by Vicki Hall, president of the Oregon City High School Girls League, and Sandi Cushman, president of the West Linn High School Girls League, to cut the ribbon. It is planned that the mayor of West Linn will be in the first car to pass northbound and the mayor of Oregon City to be in the first car southbound.

Reports indicate that more than 10,000 persons attended the all-day ceremonies marking the opening of the 1922 structure.

#######

☐ DE ☐ ADE ☐ ADE ☐ OE
MAY 25 1970
☐ TE ☐ UE ☐ DES

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Willamette Riv (W Linn Br) Contract No. 7105

Highway East Portland Fwy Prefix No. 603-1097

County Clackamas F. A. No. I 205-7(10) 2.98

Final inspection made on Oct 13 (date) by A Herwood

in company with W. Bryant, J.X. Wilson

CHECK LIST

Date

_______ Construction signs removed.

N/A Salem Office notified to rescind construction speed zone.

9-30-70 Contractor removed equipment from project.

See note below Roadside cleanup completed.

Date

5-28-70 Opened to traffic.

Via Semi Division materials certification submitted.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

There remains pick up items including removal of water service West Linn end of structure, tightening of bolts and corrective work on joints which will be extra work.

Note! A post final report will be submitted when pickup items and*

All contract work on this project has been completed and recommendation is made for acceptance on _______ (date). The semi-final estimate will be submitted about _______ (date).

* joint work have been completed.

cc: ~~Office Engineer~~
Construction Engineer F. D. Morgan
Division Engineer L. W. Rulien
Maintenance Engineer R. N. Bothman
Resident Engineer J. X. Wilson
District Maintenance Supt. J. W. Sheldrake
Traffic Engineer F. B. Crandall
Fed. Hwy. Admin. W. Bryant

_______ (signed) Regional Const Engr (title)

Form A-106—5M

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 6-30-71
Contingent upon modification of project agreement if additional funds are required
BY ____ Dist. Engineer
TITLE ____
DATE 11-16-71 Supplement No. 1
Order No. 6
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Gladstone Int.-Oregon City Int. Sec. Date Oct. 21, 1971

Highway East Portland Freeway Contract No. 7389 F. A. Project No. I-205-7(14)-299

County Clackamas Prefix 603-1009 Account No. 278-06

Description of Work To Be Done:

Provide temporary traffic line striping through construction areas as required to guide the travelling public.

Location by Station Numbers:

To Contr 11-19-71

Throughout Project.

Estimate of Quantities and Costs:

Paint traffic lines, Original amount	$1,500.
Paint traffic lines, (Additional, this Supplement)	8,000.
Total	$9,500.

Explanation: Original contract Authorization provided $1,500 for this work. The actual estimated cost is $9,500.
The contractor is not equipped to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$12,878,636.62
Present estimate of project cost, including $9,500. for work under this order	$12,878,636.62
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne, Resident Engineer
Maurice D. Payne

Approval Recommended: [illegible], Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: [illegible], Division Engineer

Approved: R. D. [illegible], ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Office Engineer.

[illegible]

Form E-206-6M

I 205-7(14)299
7389

STATE COPY

E-1A

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-30-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-27-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Gladstone Int.-Oregon City Int. Sec.
Date 15, 1971
Highway East Portland Freeway
Contract No. 7389
County Clackamas
Prefix 603-1009
Contractor Gordon H. Ball, Inc.
F. A. Project No. I-205-7(14)299
Address P.O. Box 151, Oregon City, Oregon, 97045
Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct 7,200 Linear Ft. Type 3 Fence

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Sta. 813 to Sta. 837 + 50, West Linn Borrow Area.

Estimate of quantities and cost: Type 3 Fence 7,200 Lin. Ft.

Materials	$4,300.
Labor	3,850.
Equipment	418.
Total	$8,568.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This fence was not shown on plans but is necessary for safety for public using adjacent property along northerly limits of Borrow Area. Work to be performed as per A.G.C. agreement.

Work has not begun Nov. 15, 1971

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,636.62
Present estimate of project cost, including $8,568.00 for work under this order	$12,878,636.62
Expected under-run / over-run amount	$ -0-
Expected under-run / over-run per cent	-0-

Space to right of this line is for use of Salem Office

Noted for deeded property 12-7-71

Submitted by: Maurice D. Payne, Resident Engineer
Maurice D. Payne

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

ORIGINAL SIGNED BY
A. C. HARWOOD

Approval Recommended: Division Engineer

ORIGINAL SIGNED BY
R. D. ASBURRY

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ ~~Office~~ Engineer.
Program and Planning

SP*23577-734

RD NOV 8 - [illegible]

I-205-7(14)299
7389

November 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Contract 7389
Prefix 603-1009
FAP I-205-7(14)299

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, supplement #1, covering the temporary striping of traffic areas on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated total cost of the work to be done under this order is $8,000.00 with Federal participation of $7,200.00. Reimbursement on an actual cost basis is requested.

The original order covering this work was approved by your office effective June 30, 1970.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, November 2, 1971.

Your approval of the order under PPM 21-6.2, as of June 30, 1971, the approval date of the original order, is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BMW:alc

RECEIVED
NOV 8

FOR FILING

I 205-1(17)279
7389

KLINELINE SAND & GRAVEL CO.
Asphalt • Aggregate • Garden Sand

OREGON CITY BRANCH
P. O. Box 30
Oregon City, Oregon 97045
656-2921

EXECUTIVE OFFICES
P. O. Box 128
Oregon City, Oregon 97045
656-2651

VANCOUVER BRANCH
P. O. Box 1869
Vancouver, Washington 98663
694-6576 or Port. 283-2087

PLEASE REPLY TO OFFICE OR BRANCH WITH RED ARROW

November 4, 1971

#7554
#7389
#7452

R. A. Heintz Construction Co.
P. O. Box 11005
Portland, Oregon 97211

Attn: Mr. H. B. Hallock, Controller

Gentlemen:

This is to acknowledge and thank you for yours of October 28, 1971, and Mr. Query's letter dated October 27, 1971, to Mrs. Bredskar. We hired Bruce Hanson, d.b.a. Pacific Redwood Trucking, to do the hauling on the Peter Kiewit Sons' project and we did have Hanson haul some material for your firm. We did pay Mr. Hanson for the gravel haul for your firm. We did not pay Mr. Hanson in total for the work for the material for Peter Kiewit Sons' for the reason that we found that some of the sub-haulers were not being paid by Mr. Hanson. Our Attorney, Mr. Carmie Dafoe, has been attempting to work out releases from Bruce Hanson as we paid some of the sub-haulers that have not been paid by Hanson.

In regard to Gordon Ball, Inc., we did no hauling for Ball except with our own vehicles. Our attorney is attempting to solve this matter and we presume it shall be done as quickly as Mr. Dafoe can get cooperation from Mr. Hanson and his counsel. We shall keep you advised on this matter.

Sincerely,

KLINELINE SAND & GRAVEL CO.

By Otis P. Jordan Jr.
Otis P. Jordan, Jr.

cw

NOTED
FLOYD QUERY

OPJ:pj
CC: Peter Kiewit Sons' Co.
215 S. "V" St.
Vancouver, Washington 98663

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

RECEIVED
NOV 8 - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CC: Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

The American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Mrs. Roy Bredskar
335 14th Court
Eastside, Oregon 97420

Gordon H. Ball, Inc.
P. O. Box 159
Oregon City, Oregon 97045

Mr. John Wiencken

RECEIVED
NOV [illegible] - 1971
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 - 1971

Claim 4631

FILED
OCT 28 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-205-7(14)
7389

October 27, 1971

Mrs. Roy Bredskar
335 14th Court
Eastside, Oregon 97420

NOTED ON CARD
11-2-71 Rl

Dear Mrs. Bredskar:

This is to acknowledge receipt of your letter of October 12 advising us that Bruce Hanson (subcontractor) owes your husband various amounts for hauling on what appears to be the following State highway contracts:

Contract No. 7452 with Peter Kiewit Sons' Company on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.
Amount of claim - $1,901.05
Surety: The Aetna Casualty and Surety Co.

Contract No. 7389 with Gordon H. Ball, Inc., on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.
Amount of claim - $107.50
Sureties: The American Insurance Company and
Argonaut Insurance Company

Contract No. 7554 with R. A. Heintz Construction Company on the Eagle Creek-Estacada Section of the Clackamas Highway in Clackamas County.
Amount of claim $48.00
Surety: United States Fidelity and Guaranty Co.

NOTED
C. W. HEAD

The above sureties furnished the performance bonds on these contracts which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise the sureties of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Peter Kiewit Sons' Co.
215 South "V" St.
Vancouver, Washington 98663

The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

The American Insurance Co.
921 S. W. Washington St.
Portland, Oregon 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Commission

Hon. Clay Myers - Please acknowledge receipt of the enclosed claims on the attached letter. ✓

Roy Bredskar
335 14th Court
Eastside, Oreg. 97420

Oct. 12, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sirs:

My husband worked on Interstate 5, at the Hubbard Interchange during the last week of July and the first week of August. (#7452)

Peter Kiewitt was the prime contractor, with Klineline and Bruce Hanson sub-contractors.

date	tons	amount
July 26-30	909,380	$ 909.38
Aug. 2-6	919,670	919.67
	1,829,050	$1,829.05
Sand haul 3 hours @ 24.00 P. K.		72.00
#7389 Gordon Ball Hauling		$1,901.05 ✓
at Oregon City 5 hrs. @ 21.50		107.50 ✓
#7554 R.A. Hientz hauling at		
Estacada 2 hours@ 24.00		48.00 ✓
		$ 2,056.55
Less paid 8/6/71 by Bruce Hanson		- 250.00
		$1,806.55

Bruce Hanson hired my husband on all three jobs.

Thank you for your help.

Mrs. Roy Bredskar

RECEIVED
OCT 1 1971
[illegible]
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

NOTED
C. W. HEAD

I [illegible] (14) [illegible]

Form E-206—5M

STATE COPY 6-18

APPROVED EFFECTIVE DATE [illegible]
Contingent upon modification of project agreement if additional funds are required.
BY [illegible]
TITLE Dist. Engineer
DATE 11-16-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

7389

Project Name	Gladstone Int.-Oregon City Int. Sec.	Date	Oct. 21 1971
Highway	East Portland Freeway	Contract No.	7389
County	Clackamas	Prefix	603-1009
Contractor	Gordon H. Ball, Inc.	F. A. Project No.	I-205-7(14) 299
Address	P.O. Box 151, Oregon City, Oregon, 97045	Order No.	1, Supplement No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Flagging, State Share, to provide for safety of the travelling public.

In cases where the necessity for flagging is of an intermettent nature of four hours or less duration, the contractor may use crafts, other than flagmen at specified rates or general laborers, that are immediately available at the site of the work and the State will participate, on a force account basis, on the specified wage of the craft used.

Location by station numbers:

Throughout Project

RECEIVED
NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED

Estimate of quantities and cost:

Flagging (Original Authorization)	$25,000.
Flagging (Supplement No. 1)	27,000.
Flagging (Additional, This Supplement)	12,000.
Total	$64,000.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work classed as "Extra Work". Additional funds are required to cover the extimated cost.
Flagging expenditure to date is $49,000.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,636.6
Present estimate of project cost, including ~~$64,000.~~ 12000.00 for work under this order	$12,878,636.62
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: ....
Division Engineer

Approved: C E Johnson
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

To Const
11-17-71

Form E-366-5M

I-205-7(14) 299
7389

STATE COPY 6-18

APPROVED EFFECTIVE DATE 11-2-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-16-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gladstone Int.-Oregon City Int. Sec.
Date Oct. 18, 1971
Highway East Portland Freeway
Contract No. 7389
County Clackamas
Prefix 603-1009
Contractor Gordon H. Ball, Inc.
F. A. Project No. I-205-7(14) 299
Address P.O. Box 151, Oregon City, Oregon, 97045
Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust existing Willamette River Bridge End Panels to conform with finish highway grades.

RECEIVED
NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

"L" 707 + 83 & "A" 708 + 00

Estimate of quantities and cost:

To Const 11-17-71

Equipment:	$ 700.
Materials:	1,500.
Labor:	2,800.
Total	$5,000.

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The existing Willamette River Bridge End Panels have settled as anticipated. The panels must be adjusted to conform with planned finish grade.

Contract specification and A.G.C. State agreed rates will prevail. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,639.6	
Present estimate of project cost, including $5,000. for work under this order	$12,878,638.6	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended:
Construction Engineer ~~or Bridge Engineer~~

Approval Recommended:
Division Engineer

Approved: R.D.
~~Deputy State Highway Engineer, Assistant State Highway Engineer or Office~~ Engineer.
Program and Planning

SP*22537 73

I-205-7(14)299

Form E-206-5M

STATE COPY G-15

OREGON STATE HIGHWAY DEPARTMENT

73-1

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 9-24-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Gladstone Int.-Oregon City Int. Sec.
Date Oct. 13, 19
Highway East Portland Freeway
Contract No. 7389
County Clackamas
Prefix 603-1009
Contractor Gordon H. Ball, Inc.
F. A. Project No. I-205-7(14)299
Address P.O. Box 151, Oregon City, Oregon, 97045
Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Rock Buttress to retain back slope of West Linn Borrow Area.

Constr 11-10-71

Jo

NOTED A. E. JOHNSON

RECEIVED NOV 1971 OFFICE OF

Location by station numbers:

West Linn Borrow Area.
Sta. 833 - Sta. 837

Estimate of quantities and cost:

Equipment:	$7,000.
Labor:	3,000.
Total	$10,000.

NOTED TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Back slope of Borrow Area must be retained from sliding to protect existing Salamo Rd.
Work to be performed as per contract Specifications and State - A.G.C. agreed rates.
Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$12,878,638.62	
Present estimate of project cost, including $10,000 for work under this order	$12,878,638.62	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: Maurice D. Payne
Maurice D. Payne, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: C. E. Johnson
Deputy State Highway Engineer; Assistant State Highway Engineer or Engineer.

SP*23577-734

RECEIVED
OCT 8 - 1971
FOR FILING

Salem, Oregon
October 7, 1971

MEMO TO THE FILES

I-205-7(14)-277
7389

RE: Revision of the Surfacing Design
Station 660 to Station 708
Gladstone Interchange-Oregon City
Interchange Section
Contract No. 7389

This spring, Construction was asked by the Front Office to review the need for the one-mile section of temporary surfacing from the West Linn Bridge to Gladstone. This was taken up with Region I. The fill settlement records to date were reviewed by their Soils and Geology Unit. All concerned were in agreement that the settlement would be substantially complete by mid-summer 1972. The CRPCC pavement could be safely constructed then.

L. W. Rulien confronted the contractor with our desire to eliminate the temporary surfacing from Station 660 to Station 708 and substitute the plan typical section for CRPCC. On September 29, 1971, the contractor proposed to make the substitution and change in unit quantities at the unit bid prices plus a lump sum allowance of $250,000. The resulting increase in project cost including the contractor's allowance would be $525,000.

The Front Office rejected the contractor's proposal. The contractor will be instructed by the Region to proceed with the plan temporary surfacing.

F. B. KLABOE

Edgar L. Johnsen
Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:fw
cc: A. E. Johnson
F. B. Klaboe
Frank Hall
F. D. Morgan
L. W. Rulien

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OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form F [illegible]

Job No. Cont no. 7387
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Change in surfacing design Gladstone I - Oregon City I
Made by E.J. 10-1 1971 Checked by .... 19 ..... Backchecked by 19

				CHANGE AREA			CHANGE AREA	
Bid Item	ITEM	UNIT Bid Price	GROSS Bid Job Quantity	Bid Plan Quant	Revised Quant.	% of Change Plan	NET $ INCREASE	NET $ DECR.
17	PMAB	$ 3.00	$205{,}700^{T}$	45,990	18,307	(–) 135		$ 83,049
18	CTB	3.35	$72{,}500^{T}$	0	15,060	+ 20.8	$ 50,451	
19	Cement in CTB	25.00	3,990	0	830	+ 20.8	20,750	
20	Asphalt in Seal	50.00	200	0	75	+ 37.4	3,750	
21	Cl "B" AC Mix	5.45	$51{,}600^{T}$	10,760	4,020	(–) 12.9		36,733
22	Asphalt in Mix	35.00	3,350	630	240	(–) 11.7		13,650
27	8" C R PCC	7^{75}	$23{,}000^{SY}$	0	35,835	+ 156	$277{,}721^{25}$	
28	8" RPCC	7.75	700^{SY}	0	1,100	+ 157	8,525	
29	Br. End Panels	15.00	2,100	0	867	+ 41.3	13,005	
30	Pavement TERM. ANC.	17.00	600	0	550	+ 91.7	9,350	
33	Conc Med. Bar.	75.00	550^{CY}	0	670	+ 122	50,250	
73	Med Barrier	5.80	$5{,}200^{LF}$	5,200	0	(–) 100		30,160
80	Type C Curb	60.00	570^{CY}	0	50	+ 8.8	3,000	
85	Extra for AC Curb	0.40	$18{,}300^{LF}$	1,500	0	– 8.2		600
						Σ =	$436{,}802^{25}$	164,192 –

BID ITEMS ONLY, NET INCREASE IN COST $ 272,610.25

Form E-209—6M

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7387

STATE COPY G-18

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-11-71
Contingent upon modification of project agreement if additional funds are required
BY G. Green
~~Engineering~~ Coordinator
TITLE
DATE Oct. 4, 1971
FEDERAL HIGHWAY ADMINISTRATION

Project Name Gladstone Interchange-Oregon City Interchahge Date September 1[illegible], 1971
Highway East Portland Freeway Contract No. 7389
County Clackamas Prefix 603-1009
Contractor Gordon H. Ball, Inc. F. A. Project No. 1-205-7 1(~~[illegible]~~ 299)
Address P.O. Box 151, Oregon City, Oregon 97045 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Realign to proper bearing the expansion assemblies at existing Bent #3, South Bound, Clackamas River Bridge No. 6837[illegible]. Repair sequence to be as per Bridge Division Drw. L-4[illegible]3.

1. Maximum equipment rates allowable as per AGC-State Agreement.
2. Percentage allowed Contractor is in accordance with executed Contract for this job.

Location by station numbers: Bt. #3-Lso 632-42

Estimate of quantities and cost:

Labor	$ 4,350.00
Materials	1,900.00
Equipment	2,550.00
Total	$ 8,800.00

THIS WORK HAS NOT BEEN ORDERED

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

NOTED
TOM EDWARDS

Repairs to existing structure are needed before south bound structure can be completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,638.62
Present estimate of project cost, including $8,800.00 for work under this order	$12,878,638.62
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: E. Rodriguez
E. Rodriguez
Resident Engineer
[illegible]

Approval Recommended:
Division E

Approval Recommended:
Construction Engineer or Bridge Engineer
OK WJH

Approved:
Deputy State Highway Engineer, Stat
10-5-71

FORM 6-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1971

SUBJECT: Slide Stabilization
West Linn Slide

To: Victor D. Wolfe
Locating Engineer
Office

I concur with the Region Engineer's report that the Salamo county road will very possibly be disturbed by sliding unless some stabilizing construction is provided. The rock buttress proposed in his letter of September 28 is a logical procedure to protect the road and should be quite adequate to accomplish the purpose.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Ed Johnsen

Attachments are my only copies, please - Fy

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
September 28, 1971

SUBJECT: West Linn Slide Gladstone
Int.-Oregon City Int.
East Portland Freeway
Contract No. 7389

To: L.W. Rulien
Regional Engineer

Slide cracks have developed dangerously close to Salomo Road at the West Linn Slide. The area of concern lies approximately 550 feet right of Ls centerline between Station 833+00 and 838+00.

Larry Rulien, Ed Johnsen, Maurice Payne, Fred Yarbrough, Warren Paaso and Dan Gano met September 23, 1971 to discuss the problem. There was general agreement on the following:

1. Action should be taken as soon as possible to stabilize this portion of the slide. The close proximity (± 10 ft.) of existing cracks to Salomo Road leave little room for expansion of the slide limits.
2. A rock buttress should be used to stabilize the area. Unloading has been tried on other portions of the slide without success.
3. The buttress should be placed at the toe of the existing slope between Station 833+50 and 837+50.
4. Hard clean rock for the lower portion of the buttress (see typical sec.) can come from the bench developed by the borrow operation. The upper portion of the buttress can be constructed with selected material from the slide area.

Attached is a typical section of the proposed buttress.

Dan Gano

Dan Gano
Regional Geologist

DG:sdl

Attachment

CC: M.D. Payne

FORM 2-00

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
September 28, 1971

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem

SUBJECT: Slide Stabilization
"West Linn Slide"
Gladstone Interchange-
Oregon City Interchange
Contract No. 7389

As a result of earth movements observed in the West Linn slide area near the westerly end where the old reservoir was located, meetings have been held and attached is self-explanatory correspondence from the Resident Engineer and Regional Geologist Dan Gano. Due to the near proximity of Salamo Road to the back slip line, we believe that a buttress should be placed at the toe. It is estimated that a buttress as shown would cost an estimated $10,000. This work should be done now and on receipt of a go-ahead, we will submit the necessary Extra Work Order and proceed. Please obtain tentative approval of the Bureau and give us the word at an early date.

L. W. Rulien
Regional Engineer

LWR/cr
Attachment
cc Maury Payne
Dan Gano

Routing
2 Morgan
Decker
1 Bond
[illegible]
[illegible]
3 [illegible]

RECEIVED
SEP 30 1971
CONSTRUCTION
DIVISION

4 Pease
[illegible] 5
Glenn
Litchfield
Gallagher
[illegible]

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Oregon City, Oregon
Sept. 24, 1971

SUBJECT: Gladstone Int.-Oregon City Int.
East Portland Freeway
Contract No. 7389

West Linn Slide
Borrow Area

To: Mr. L.W. Rulien
Regional Engr.
Portland, Oregon

The westerly 400 feet of the subject Borrow area is sliding, causing concern for the permanence of Salamo Road and the need for acquiring additional right of way.

At the present time the excavation level is about 6 feet above the slip plane in this area. We have found from past experience that as this level is lowered the upper back slope drops. If we do not excavate to the slip plane, there is risk that the material over the slip plane will be forced, to the south, over I-205 when the slide is exposed to the winter rains.

In order to excavate to the slip plane and retain the slide, a Rock Butress has been suggested. Dan Gano & Fred Yarbrough have worked up Buttress designs. Based on there designs, and utilizing rock material available in the borrow area, I estimate the work can be accoplished for $10,000.

The work could best be accomplished on a Force Account basis.

I recommend that this work be undertaken as soon as possible, before the rainy season starts.

Attached is a typical section showing the proposed Buttress. Also a report from Dan Gano, Region Geologist, relating some of the past history of this particular part of the slide area and what can reasonably be expected for the future.

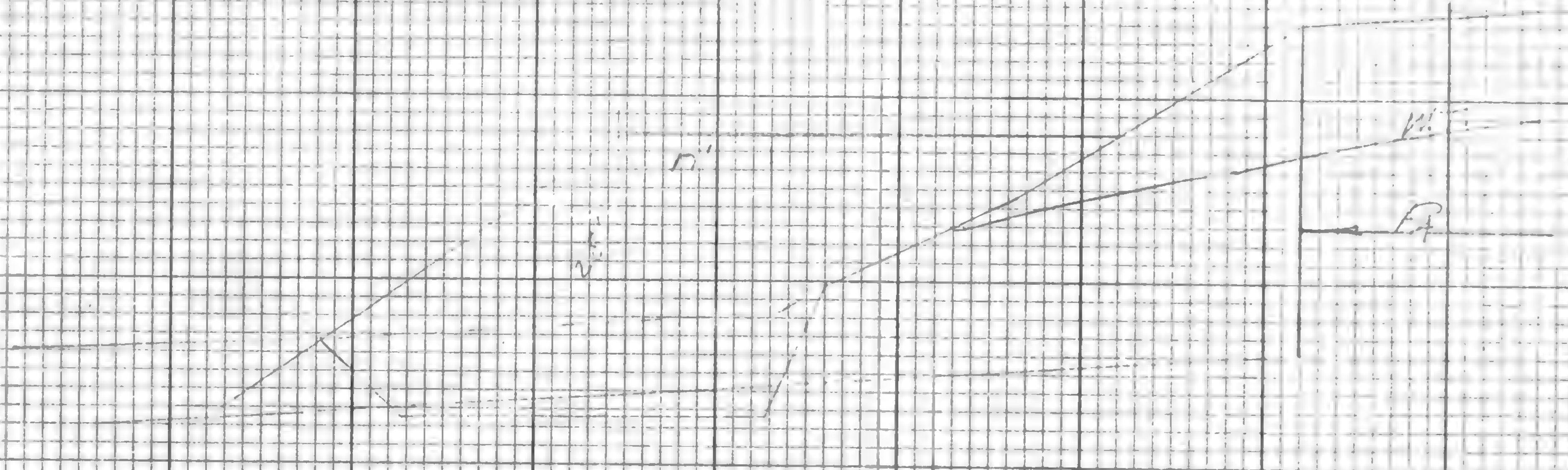
Maurice D. Payne

Maurice D. Payne
Res. Engr.

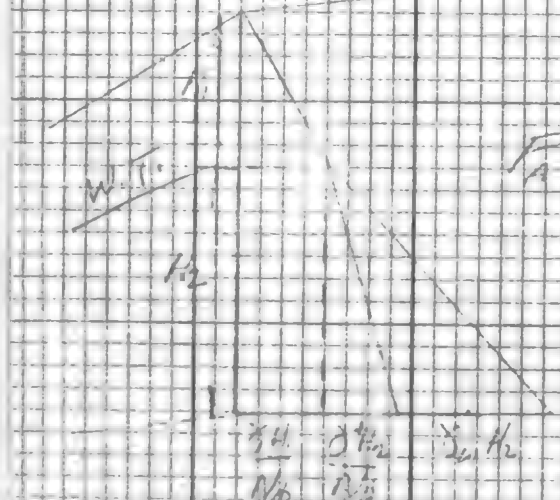
MDP/rwt

cc: Dan Gano
file

Attachments.



Resistance = 12 × 25 × 140 × 0.? = 60,000#
+ 20 × [illegible] × 171 × 0.? = 61,100
+ $\frac{33}{2}$ × 140 × 0.2 = 6,4[illegible]
127,[illegible] #



$$P_A = \frac{\gamma H}{N_\phi}\cdot\frac{H}{2} + \frac{\gamma H}{N_\phi}\cdot H_2 + \frac{\gamma}{N_\phi}H_2\cdot\frac{H_2}{2} + \gamma_w H_2\frac{H_2}{2}$$

$$= \frac{140\cdot 17^2}{3\cdot 2} + \frac{140\cdot 17\cdot 22}{3} + \frac{80\cdot 22^2}{3\cdot 2} + \frac{62.5\cdot 22^2}{2}$$

= 9,[illegible]70
1[illegible],200
[illegible]
[illegible]
46,77[illegible] # = P_A [illegible]

[illegible]

73000 + 25000 + 2400 + 25000 = 8[illegible] #
= P_A for 50 high slope

S.F. = $\frac{\text{Resistance}}{P_A}$ = $\frac{127,[illegible]}{[illegible]}$
= [illegible]

K+E STANDARD CROSS SECTION
10X10 TO THE INCH

Form E-114—100M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date September 24, 1971

Job name Soils and Geology

Week from September 20 to September 24, 1971

Mail address

Highway

Telegraph or telephone address

County

Job prefix 37-1405

Express and freight address

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Fountain Landslide: Drilling on drain wells and observation wells continued. The following holes were completed: OW-16 (392+00 1100' right) OW-12 (386+00 350' right) V.D. 6 (389+00 350' right) and OW 13 (387+00 432' right). Water level checks were made and slope meter readings were taken. No significant change was found in the slope meter tubes.

West Linn Landslide: Slope meter readings showed no increase in movement over last week. A buttress design for the west end was discussed with Region and Salem construction and soils personnel. Ed Johnson

40,000 Co. Rd

S.E. Bush St. - S.E. Foster: Drill hole No. 1 at the site of the proposed Harold St. structure was completed and Drill hole No. 2 was nearing completion.

Corbett Quarry: A reconnaissance of the State owned quarry was made in company with H. Brindley of the R/W unit. Access routes were investigated in preparation for subsurface exploration.

Region IV: An inspection of proposed projects was made.

Record Sampling and Testing: Work continued on all projects.

CC: F.D. Morgan
F.W. Yarbrough
L.W. Rulien
R.L. Schroeder
J.F. Putnam
F.B. Klaboe ✓
E.L. Johnsen
A.E. Johnson
File

RECEIVED
SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Signed

Title Regional Geologist

USE BACK IF ADDITIONAL SPACE IS REQUIRED

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[illegible] 1971

FOR FILING

I 205 7(14) [illegible]
[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 23, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

To:

Memo to the Files

SUBJECT:

Membrane Waterproofing
Park Place Overcrossing of SPRR
Gladstone Intch.-Oregon City Intch. Sec.
Contract 7389

On Wednesday, September 22, 1971, a call was received from Al Harwood, Region I Construction Engineer, requesting permission to eliminate the coal tar-glass fiber membrane from the subject structure. The contractor is presently paving the approaches to the structure and within the next few days will be in a position to place the final lift of A. C. which will also be carried across the structure.

It is important to the contractor's operation that the paving be completed at the earliest possible time in order that he may divert traffic across the structure. The placing of the coal tar-glass fiber membrane waterproofing would place a delay on the project which would seriously impede the contractor's operation. For that reason Mr. Harwood was advised to eliminate the membrane from the structure.

Consideration was given to the elimination of the two-inch A. C. wearing surface across the structure. There are utility access man-holes in the deck of the structure which are set two-inches above the concrete deck elevations, at the elevation of the A. C. wearing surface. For that reason it will not be possible to eliminate the A. C.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

WJH/dh/ag

cc: A. E. Johnson
H. A. Schell, Jr.
A. C. Harwood

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Portland 97202
September 17, 1971

To: MEMO TO THE FILE

SUBJECT: Preliminary Negotiations
Gorden H. Ball
"Surfacing Section"
Oregon City Interchange-
Gladstone Interchange

I

On Wednesday, September 15, 1971 a meeting was held in this office with Joe Farrell, General Superintendent of Gordon H. Ball Company, Maury Payne, Resident Engineer, and me to discuss the possibility of eliminating the AC "temporary" surfacing section on the southerly half of the project and constructing a PCC "permanent" surfacing section with their appropriate appurtenances initially. The contractor appeared to acknowledge the probability that the surfacing on the southerly half would not be completed until next construction season, whichever section we do. He appeared receptive to the idea of making the change, however, had no prices in mind. We discussed all the ramifications in considerable detail and asked that he study it out and favor us with prices at an early date. I told him that we were not insistent on making the change but were exploring the idea and that if the prices were right and no unforeseen complications developed, we would probably pursue the change.

IV

As a part of our discussion I mentioned the unstable area in the West Linn slide near Solomo Road. I advised the contractor that we are considering at this time the possibility of constructing a rock buttress. I told him that our plans were not refined yet but that we are considering a section perhaps 25 to 30 feet in height and consisting of maybe 20,000 yards. He indicated that his work in the slide area was such that now is the time to undertake this work if we are going to do it. Mr. Gano has worked up a suggested section. It is my understanding that Mr. Yarbrough has also worked up a suggested section. These ideas need to be brought together with dispatch and a decision made as to what we are going to do so that we may have at it.

L. W. Rulien
Regional Engineer

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SEP 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LWR/cr
cc A. E. Johnson
F. D. Morgan
Maury Payne

RECEIVED
SEP 16 1971
FORM E-30
FOR FILING

I-205-7(14)277
7389

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

SUBJECT: Deck Waterproofing
Gladstone Intch.-Oregon City Intch. Section
East Portland Freeway
Contract 7389

To:

Mr. L. W. Rulien
Region Engineer

MILWAUKIE

Attention Mr. A. C. Harwood
Region Construction Engineer

NOTED
A. E. JOHNSON

Approval has been received from the Federal Highway Administration to place a deck waterproofing on the structures on the subject section.

The Gladstone Interchange Structure; the Clackamas River Bridges, both new and existing decks; the Park Place Interchange; and the Main Street Overcrossing should receive a linseed oil deck sealant. The Park Place Overcrossing of the SPRR should receive a coal tar glass fiber membrane waterproofing. A copy of the specifications for these two waterproofing systems is attached.

A copy of the contract revision authorization covering this addition to the contract is also attached. Please prepare a price agreement to have this work done under the contract.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

WJH:dh
Attachments

cc A. A. Rear /w/ attach.
John Bond /w/ attach.
Herb Schell /w/ attach.
A. E. Johnson

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SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1971
UTILITY UNIT
FOR FILING

I-205-7(14)299

7389

5 h
9-8-71

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6597310

September 14, 1971

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: Permit of Entry-R/W File No. 42986
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(14)299
Contract No. 7389

RAILROAD COMPANIES
FILE No. 712

Gentlemen:

Herewith you will find the permit of entry which was handed to me by Mr. L. J. Bergmann of the Union Pacific Railroad Company on August 11, 1971, allowing the State to enter the above captioned property.

This document was approved by the Chairman of the Highway Commission on August 13, 1971 and received formal approval at the Commission meeting of September 8, 1971.

It is my understanding that the work was completed on the above captioned property on September 10, 1971 and McKee Pontiac is now using this property as he had previously.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: R. E. Simpson w/copy of permit
Floyd Query w/original permit
~~A. E. Johnson w/copy of permit~~
J. L. Sollis w/copy of permit
D. H. Moehring w/copy of permit
L. W. Rulien w/copy of permit
M. D. Payne w/copy of permit
R. H. Rumbolz w/copy of permit

Fran ✓

NOTED
FLOYD QUERY

Form E-123

UTILITY UNIT
SEP 14 1971

I 205 7(14)299
7389

OREGO[illegible] STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

September 7, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: New Grade Crossing
SPTC M.P. C-758.23
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway
Clackamas County
Project No. I 205-7(14)299
Contract No. 7389
SXF 527
Your File: GMO 73130
0-0-68-24

Gentlemen:

Thank you for your letter dated September 2, 1971, in which you advise that automatic crossing gates were placed in service at the above captioned grade crossing on August 17, 1971.

Our work adjacent to the crossing is not yet finished but it appears if we have favorable weather throughout the remainder of this month, that the crossing will be opened to traffic by October 1, 1971. You will be advised when this occurs.

The closure of the existing crossings Nos. C-758.10 and C-757.90 is authorized in PUC Order No. 70-269, dated March 26, 1970, and the closure of these two roads is set forth in the State's agreement with the City of Gladstone.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: Southern Pacific Transportation Company
San Francisco

D. A. Haakenson - PUC w/copy of letter
A. E. Johnson "
J. L. Sollis "
L. W. Rulien "
M. D. Payne "
R. H. Rumbolz "

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

September 2, 1971

IN REPLY PLEASE REFER TO
GMO 73130
0-0-68-24

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to Gladstone Interchange-Oregon City Interchange Section of East Portland Freeway Project I-205-7(14) 299. Also referring to agreement dated July 22, 1970 between State of Oregon and Southern Pacific Transportation Co. covering the installation of new grade crossing at milepost C-758.1 near Park Place.

This is to advise you that automatic gates were placed in service August 17, 1971.

In accordance with above agreement the two grade crossings at MP 757.9 and MP 758.0 shall be removed and abandoned. Please advise if legal steps have been taken to abandon these two crossings.

Yours truly,

AWKilborn

cc: Mr. Don A. Haakenson
Supervisor Transportation Services
Public Utility Commissioner
Salem, Oregon 97310

Attention: Mr. Lon Topaz
Transportation Specialist

Routing
Morgan
Decker
Bond
Walker
Buchino
Johnson

RECEIVED
SEP 3 1971
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 28 1971
FOR FILING

Salem, Oregon
September 3, 1971

MEMO TO THE FILES
I-205-7(14)299
7389

RE: Status of Plan Temporary AC
Surfacing, Station 660 to Station 708
Gladstone Interchange-Oregon City
Interchange Section
Contract No. 7389
FAP I-205-7(14)299

This past spring, we considered among ourselves a scheme to place the final CRPCC surfacing on the six lane section of Station 660 to Station 708 rather than the temporary AC surface shown on the plans. We thought we had better reconsider this change in late summer when the contractor's plan of operations would be known.

According to Larry Rulien, the contractor probably will not complete his CRPCC pavement this fall. The section from the Oregon City Bridge to Gladstone will not be open to traffic by the end of this construction season. However, the contractor intends to build the temporary surfacing as part of his attempt to get the job open this fall.

The foundation soils information was reviewed with Fred Yarbrough. From Station 660 to Station 685, about 0.5-foot settlement will occur rapidly in a near surface silt layer. From Station 685 to Station 708 where the compressible soil is deep, settlements in the range of 0.3-foot to 0.5-foot are predicted for the first year and 0.1 to 0.3-foot in the next ten years. Therefore, PCC paving should be delayed until the summer of 1972. Maurice Payne is taking settlement readings which confirm these settlement predictions.

There are five options for surfacing that may be considered now:

Using contract unit bid prices and assuming the future 7 to 9-inch concrete overlay at $12.20 per square yard, these cost comparisons may be made for the section from Station 660 to Station 708.

1. The plan temporary AC surfacing only (No change)

	Price Per Square Yard
4" Class "B" Asphalt Concrete	$ 1.71
14" Plant Mix Aggregate Base	2.34
Total	$ 4.05

9-13-71

Rulien will contact Contractor to determine price - cost etc + Submit rec.

2. The plan temporary AC surfacing with the 8-inch CRPCC Overlay constructed next summer:

	Price Per Square Yard
8" CRPCC Overlay at Unit Price	$ 7.75
4" Class "B" Asphalt Concrete	1.71
14" Plant Mix Aggregate Base	2.34
Total	~~$11.08~~ 11.80

3. The plan temporary surfacing with a 7-inch to 9-inch CRPCC overlay in 1975

7" - 9" CRPCC at $63.00 in 1975, Present Worth 1972	$12.20
4" Class "B" Asphalt Concrete	1.71
14" Plant Mix Aggregate Base	2.34
Total	$16.25

4. If an agreement was made soon, the subgrade could be raised 9 inches with Borrow Excavation and the plan typical section for final CRPCC surfacing could be constructed on the revised subgrade

8" CRPCC Pavement	$ 7.75
4" Cement Treated Base	1.02
5" Plant-mix Aggregate Base	.84
9" Borrow Excavation at $1.00 per cubic yard	.25
Total	$ 9.86

5. If the subgrade is left according to the plans, the typical section for CRPCC could be placed next summer with a moderate grade change

8" CRPCC Pavement	$ 7.75
4" Cement Treated Base	1.02
5" Plant Mix Aggregate Base	.84
Total	$9.61

If we build the plan section for CRPCC surfacing (Plan 5 above), we would accrue a credit of $1,50 per square yard for 9 inches of Plant Mix Aggregate Base deleted. There are other changes of quantities that may reduce the overall cost by placing the CRPCC next summer. There are other items such a median barrier which could be placed now which would increase the contract cost but be more economical in the long run.

Changing to CRPCC pavement next year would add 35,000 square yards of concrete surfacing. At $7.75 per square yard for CRPCC this would increase the project cost $275,000.

CONCLUSIONS

Negotiate the changes that are necessary to place CRPCC surfacing in the summer of 1972 if the changes in quantities can be made at unit bid prices and agreement with the Federal Highway Administration. We have delayed open negotiation on this with the contractor until the real effect on his overall progress was more apparent. The contract time runs to September, 1972.

We are instructing the Region to make a detailed estimate of the recommended Plan 5 change and approach the contractor.

Edgar L Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

ELJ:fw

cc: A. E. Johnson
F. D. Morgan
L. W. Rulien

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SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1971
FOR FILING

I-205-7(14)-[illegible]

7389

Salem, Oregon
September 3, 1971

MEMO TO THE FILES

RE: R/W File 42986 - Portland Traction Company
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(14)299
Contract No. 7389

The Portland Traction Company owns the northerly half of Block 13 in Oregon City which is bounded by 15th Street, Main Street, 14th Street and the Pacific Highway East. This property is presently being leased by McKee Pontiac from the Portland Traction Company as an area on which to park new cars. Otherwise, the property is unimproved and used to be a portion of the Station grounds in Oregon City.

The State's proposal required a 30-foot strip of land for slopes along the Pacific Highway East to accommodate the widened fill. Also, it was necessary to take a triangular portion to accommodate the 15th Street fill and its connection to the Pacific Highway East. This is shown on a portion of the right of way map attached hereto. Our appraisals of the slope easement amounted to $200, and such an offer was made to the Railroad. This was refused, and the Railroad insisted that the taking proposed is worth in excess of $12,000. When we entered on the property to construct the fill, as proposed on the plans, the Railroad objected to our entry and insisted upon a field meeting to work out an equitable solution.

On July 30, 1971, a meeting was held at the site with the following persons present:

Representing the Traction Company:

F. P. Schlaf, Superintendent-Traffic Manager'

Representing the Union Pacific Railroad Company:

T. J. Scanlon, Public Projects Engineer
L. J. Bergmann, Attorney

Representing the Southern Pacific Transportation Company:

E. A. Kendrew, Assistant Engineer

Representing the Oregon State Highway Division:

L. W. Rulien, Regional Engineer
M. D. Payne, Resident Engineer
T. W. Litchfield, Railroad and Utility Engineer
Kenneth Rolfe, Right of Way Supervisor, was unable to attend

At this meeting, we discussed various solutions to eliminate or minimize the encroachment on Railroad property in light of the fact that we were so far apart on property values. The Railroad representatives alleged that any improvement to their property would be constructed with access to Main Street, rather than to the Pacific Highway East, and that any roadway fill on their property would damage it unless they were allowed to remove all the fill on their property when they wished to construct their building. The cost of constructing a wall to prevent any encroachment on railroad property was estimated by Mr. Payne to be $3,000. Rather than construct a wall, it was also suggested to construct a random fill across the entire property varying in depth from zero at Main Street to three feet on the northwesterly edge adjacent to the Pacific Highway East and steepen the proposed slope of Pacific Highway East to 2:1, thus catching on the random fill at the existing highway right of way line. This plan was tentatively agreed upon at that time, and Mr. Payne was asked to take cross sections across the property and plot them up to review again on Monday, August 2.

On Monday, August 2, 1971, the same Railroad representatives met with Mr. R. L. Banzer, Assistant Resident Engineer and the undersigned, to discuss the proposal developed by Mr. Payne's office. After discussion, it was agreed that we would construct the random fill as suggested, place a crushed rock surface on the fill so that the property would be suitable for its present use and would drain toward Main Street on approximately a two-percent grade. We will also construct a catch basin in the easterly corner of Traction Company property at the corner of 15th and Main Streets, as shown on the attached plan. This catch basin will be connected with a 12-inch pipe beneath the sidewalk into the catch basin to be constructed in the southerly gutter of 15th Street. In exchange for this, the Railroad agreed the maximum consideration for the property would be $1.00.

A permit of entry was prepared by Mr. L. J. Bergmann of the Union Pacific Railroad Company and was received by the undersigned on August 11, 1971. It was approved by the Highway Commission Chairman, Mr. Glenn L. Jackson, on August 13, 1971 and will be on the agenda for formal approval at the Commission meeting on September 8, 1971.

To satisfy the insurance requirements set forth in Paragraph 6 of the permit of entry, it was necessary for the contractor to acquire a special policy which amounted to an expense to him of more than $1,500. Inasmuch as this was an unanticipated item not set forth in the specifications, we agreed to execute a Price Agreement covering this cost. The cost to the State for this insurance, with the contractor's 15 percent, is nearly $1,800. This was discussed with Mr. Glen L. Green, Engineering Coordinator for the Federal Highway Administration, on August 18, 1971, and I received his oral authorization to proceed as of that date. Work in the field began on approximately August 19 and should be completed by September 3, 1971, except for the catch basin, weather permitting.

The estimated cost of the work being performed is $1,800, and while the cost to the State will be $3,600, or $600 greater than that of a wall, it was decided that this would be the most expedient manner to proceed. The construction of a wall would have required holding the contractor out of this area while the wall was being designed and constructed. The grading of the roadway through this area would have been delayed materially if the wall had been decided upon. The plan as being built is the best solution to the problem in view of the various extenuating circumstances.

Mr. Payne's office will prepare an "as constructed" map which will show the work accomplished and the amount of encroachment, if any, on Traction Company property.

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:fw

cc: R. E. Simpson - w/two drawings
A. E. Johnson "
J. L. Sollis "
D. H. Moehring "
L. W. Rulien "
M. D. Payne "
R. H. Rumbolz "

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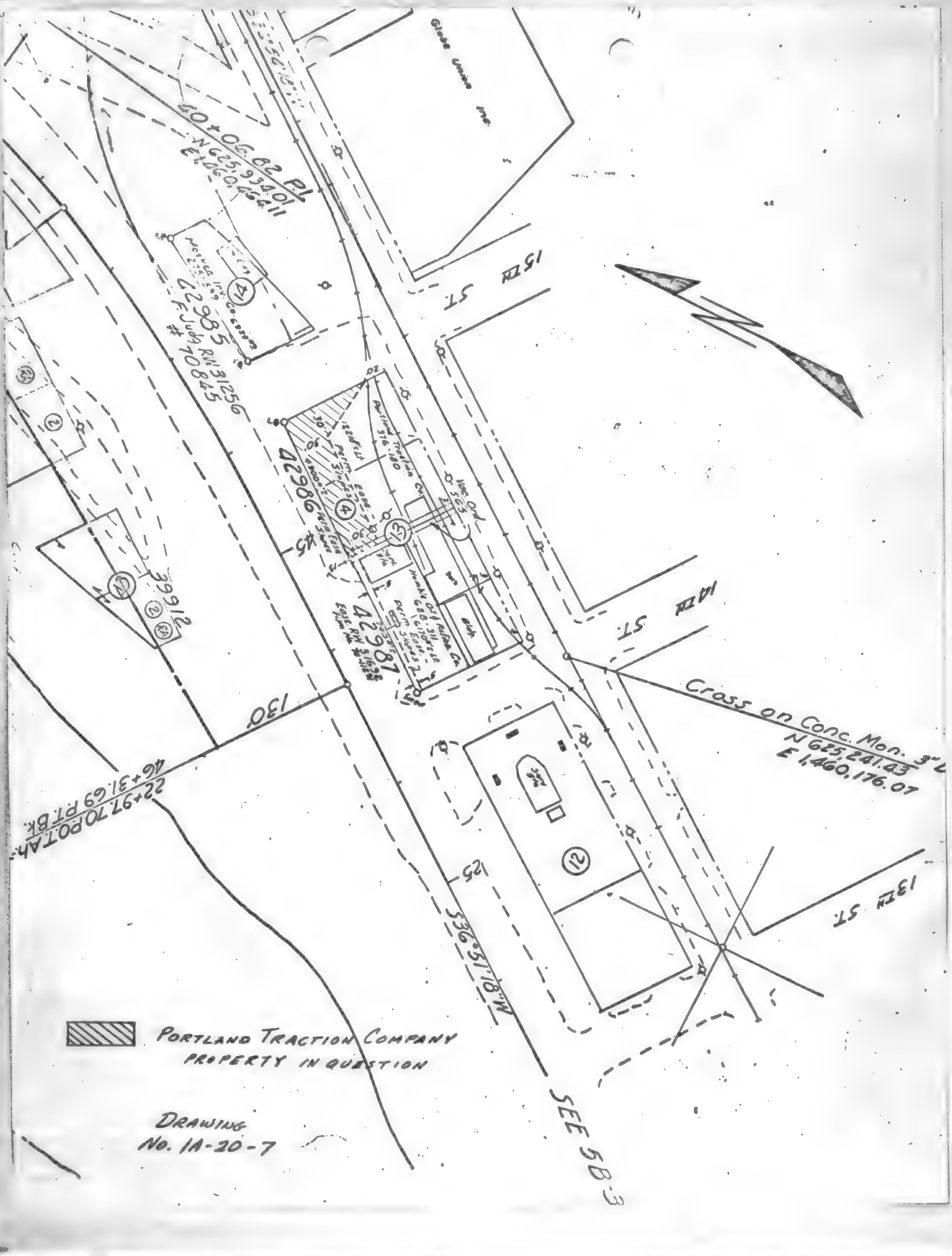
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER



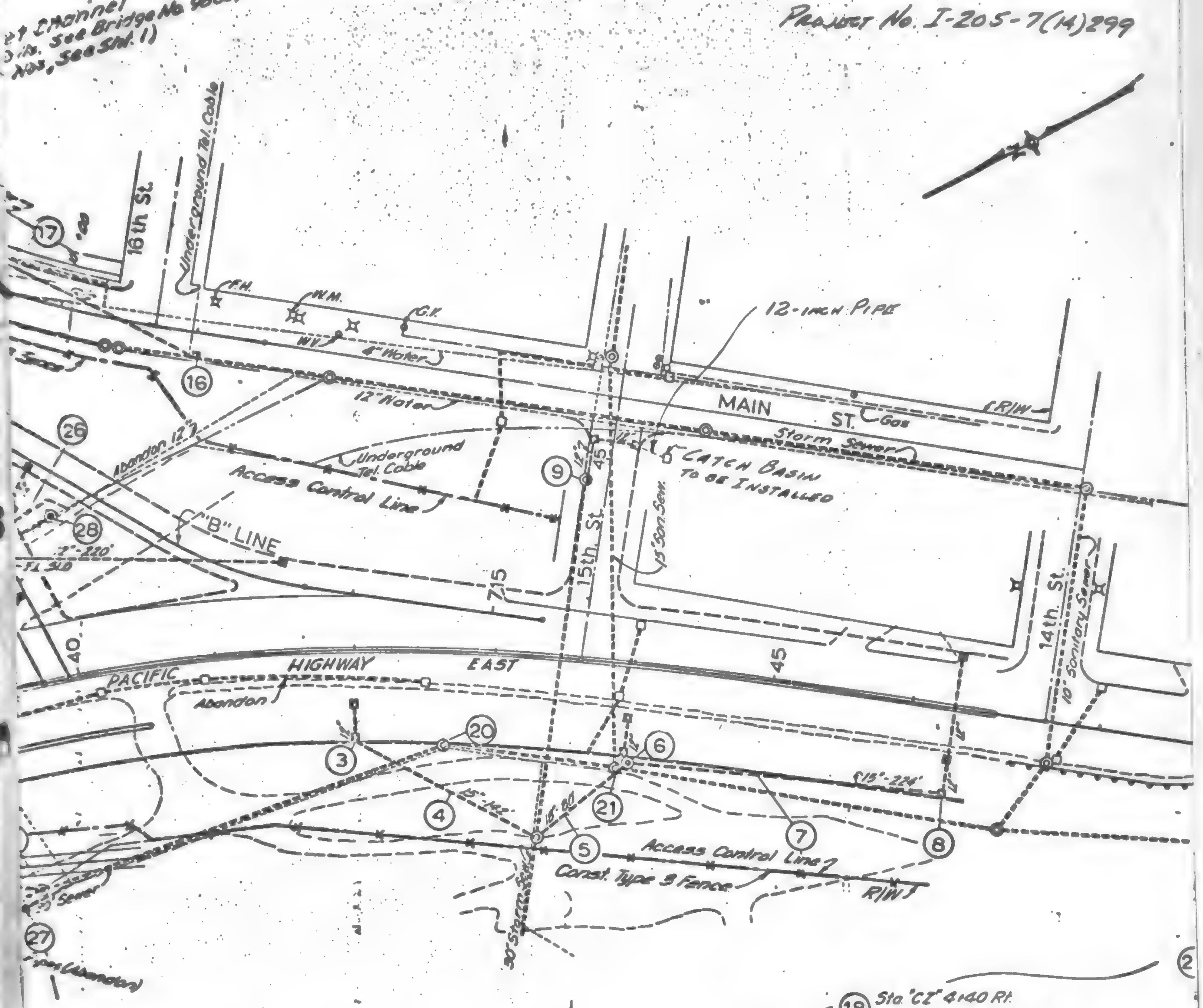
▨ PORTLAND TRACTION COMPANY PROPERTY IN QUESTION

DRAWING No. 1A-20-7

Sec 9,T2S.,R.2E.,W.M.

SHEET 11-A

PROJECT No. I-205-7(14)299



Const. Outlet Channel
(For Details, See Bridge No. 9865)
(For Drg. Nos. See Sht. 1

WILLAMETTE

R/W

715

⑪ Sta. "A" 704+00 To Sta. "A" 702+20
Inst. 12" Sewer Pipe-164'
Tr. Exc. 26 C.Y.

⑫ Sta. "A" 702+20
Const. Manhole
Const. 3 Type "G-1" Inlets
Inst. 12" Sewer Pipe-332'
Tr. Exc. 63 C.Y.

⑬ Sta. "A" 702+20 To Sta. "99E" 38+50
Inst. 18" Sewer Pipe-120'
Tr. Exc. 26 C.Y.

⑭ Sta. "A" 701+90 To Sta. 702+20
Const. 2 Type "G-1" Inlets
Inst. 12" Sewer Pipe-44'
Blind Conn. To 18" Sewer Pipe
Tr. Exc. 10 C.Y.

⑮ Sta. "99E" 38+50
Const. Drop Manhole
Inst. 36" Sewer Pipe-240'
Tr. Exc. 200' C.Y.
(For Details, See Sht. 2M)

⑯ Sta. "M" 432+00
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-152'
Const. Paved End Slope
Tr. Exc. 26 C.Y.

⑰ Sta. "M" 430+50
Const. Type "G-1" Inlet
Inst. 12" Sewer Pipe-328'
Const. Paved End Slope

⑱ Sta. "CZ" 4+40 Rt.
Const. Drop Manhole
Inst. 36" Culv. Pipe-36'
Inst 4-15° Elbows
Class "A" Conc. In Cradle-15 C.Y.
Reinf. In Cradle-400 Lb.
Const. Conc. Slope Protector
Tr. Exc. 30 C.Y.
(For Details, See Sht. 2M)
(Drg. Nos. 26165 Thru 26167)

⑲ Sta. "M" 424+90 To Sta. "M" 431+30
Inst. 4" Cast Iron Water Pipe-785' } Extra Work
Tr. Exc. 86 C.Y.

⑳ Sta. "99E" 42+65
Reconst. Manhole

㉑ Sta. "99E" 43+85
Reconst. Manhole

㉒ Sta. "99E" 39+60

RECEIVED
SEP 1 - 1971
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

August 30, 1971

7389

City of Gladstone
City Hall
Gladstone, Oregon 97027

ATTENTION: Mr. Leonard A. Strobel

RE: Relocation of 6-inch Water Main
Gladstone Interchange-Oregon
City Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(14)299

Gentlemen:

The additional work required to relocate a damaged segment of 6-inch water main left of our "B" Line approach road between Station 613+84 and 622+00 has been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of July 24, 1971.

Reimbursement for the work performed on and subsequent to July 24, 1971 will be made subject to the provisions of PPM 30-4 upon receipt of your actual cost billing.

The beginning and completion date of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:fw
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher
V. E. Skoog
L. W. Rulien
M. D. Payne
John Sheldrake
R. H. Rumbolz

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AUG 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

5

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SEP 1 - 1971
FOR FILING

7389

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 25, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange - Oregon City Interchange Section
Repair of City of Gladstone's Six-inch Water Main

Johnson

Reference is made to Mr. Preston's August 4 letter on the above subject.

The responsibility for the repair of the damaged section of six-inch water main is recognized as well as the emergency nature of the situation. We have reviewed and approve the proposed adjustment of the water main to avoid the construction area and establish July 24, 1971, as an eligibility date for Federal participation in this work.

8-27-71
Orig to Morgan

NOTED
A. E. [illegible]

NOTED
TOM EDWARDS

RECEIVED
AUG 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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AUG 24 1971
FOR FILING

I-205-7(14)279

7389

August 23, 1971

Oregon State Highway Commission

Gentlemen:

To expedite work by the State's contractor on a portion of the Gladstone Interchange-Oregon City Interchange Section of I-205 in Oregon City, the Portland Traction Company granted a permit of entry dated August 10, 1971, so that our contractor could perform work on the Railroad property.

This permit of entry will allow the State to enter upon Railroad property to deposit fill material and install a storm drain which are a necessary part of the work to be performed at the intersection of 15th Street and Pacific Highway East in Oregon City.

This matter was approved by Chairman Jackson on August 13 and will be on the agenda for the September 7 meeting for confirmation and authorization for the Secretary to sign the permit for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

kw

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
T. W. Litchfield
L. W. Rulien

RECEIVED
AUG 27 1971
F[illegible]

File

UNITED PACIFIC
CASCADE
RELIANCE
INSURANCE COMPANIES

PORTLAND, BRANCH: SUITE 600 LLOYD BLDG. • 700 N.E. MULTNOMAH • PORTLAND, OREGON 97232

AC 503-233-6682

I-205-1(14) 77
7599

August 23, 1971

REFERRED TO
admn
BY SECRETARY

Edwards

State of Oregon
Department of Highways
Engineering Department
Salem, Oregon 97310

Re: Blasting Operations on I-205 in
Vicinity of the Freeway Interchange
at Gladstone, Oregon
Contractor - Ball Construction Company,
P. O. Box 278 - Danville, California
Our File No. 60-182208
Insured - Charles V. & Ruth Buchanan
(Blasting Damage to Property at 750 East Dartmouth,
(Gladstone, Oregon)

Gentlemen:

The purpose of this letter is to notify you that, due to the blasting operations of the above contractor, who we understand is under contract to your department for this work, our insured's dwelling has suffered, and continues to suffer, damage from the blasting. Since this operation is still continuing, the exact amount of his loss is as yet undetermined.

We would appreciate your referring this letter to your liability carrier for their information and further investigation. It is our information that the Ball Construction Company is insured for liability through Argonaut Insurance Company, but that they have denied liability for damage to our insured's and other dwelling owners in the vicinity.

If more formal notice of our insured's claim is required by your department, please send the necessary papers for his completion.

Very truly yours

CASCADE INSURANCE COMPANY

M. L. Erickson

M. L. Erickson
Recovery Department

MLE:jm

8-26-71
Orig. to Linahan
"Ack. & refer to ins. carrier"

cc Morgan
"Be sure Reg. [illegible] keeps up on monitoring of this" A.E.J.

AEJ
Pls handle

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AUG 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1971
OREGON
STATE HIGHWAY COMMISSION

Form B-116-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date August 13, 1971, 196

Job name Soils and Geology

Week from August 9 to August 13, 1971

Mail address

Highway

Telegraph or telephone address

County Job prefix 37-1405

Express and freight address

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Boring Road Interchange: A Final Soils and Materials Report was completed and submitted.

185th Avenue Interchange: Final Soils and Materials Report in progress.

Greenburg Road Interchange: Site was inspected and plan and profile obtained from the Design Section in preparation for a Soils and Materials Report.

Foster Road - Causey Avenue: Structure foundation exploration continued. Test boring No. 2 was completed at the alternate site of the Johnson Creek Overcrossing. The drilling on this section was discontinued temporarily and the drill moved to the west end of the West Linn Landslide to start a Slope Meter Tube Boring (SM-18).

Fountain Landslide: Drilling for additional slope meter tubes at 389+00 1100' right and 391+00 760' right is in progress. Slope meter readings were taken on holes 15, 17, 18, 19, and 20 with no change noted.

West Linn Slide: Slope meter tubes 10 and 15 were monitored. SM-15 had an 11 dial reading change in 2 weeks and SM-10 had 29 in 2 weeks (dial reading change times .004 for inches). Movement continued at the S.W. end of the borrow area in the vicinity of the old reservoir site. The slide activity is not affecting Salomo Road at this time. Drilling was started for the installation of Slope Meter Tube No. 18 approximately 900 feet rt. of Station 837+00.

Region IV: Investigation of soils and material sources continued.

Record Sampling and Testing: Record sampling and testing continued on all projects.

CC: F.D. Morgan
F.W. Yarbrough
R.L. Schroeder
L.W. Rulien
J.F. Putnam
F.B. Klaboe
E.L. Johnsen
A.E. Johnson
File

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AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1971
PROGRAM & PLANNING
DIVISION

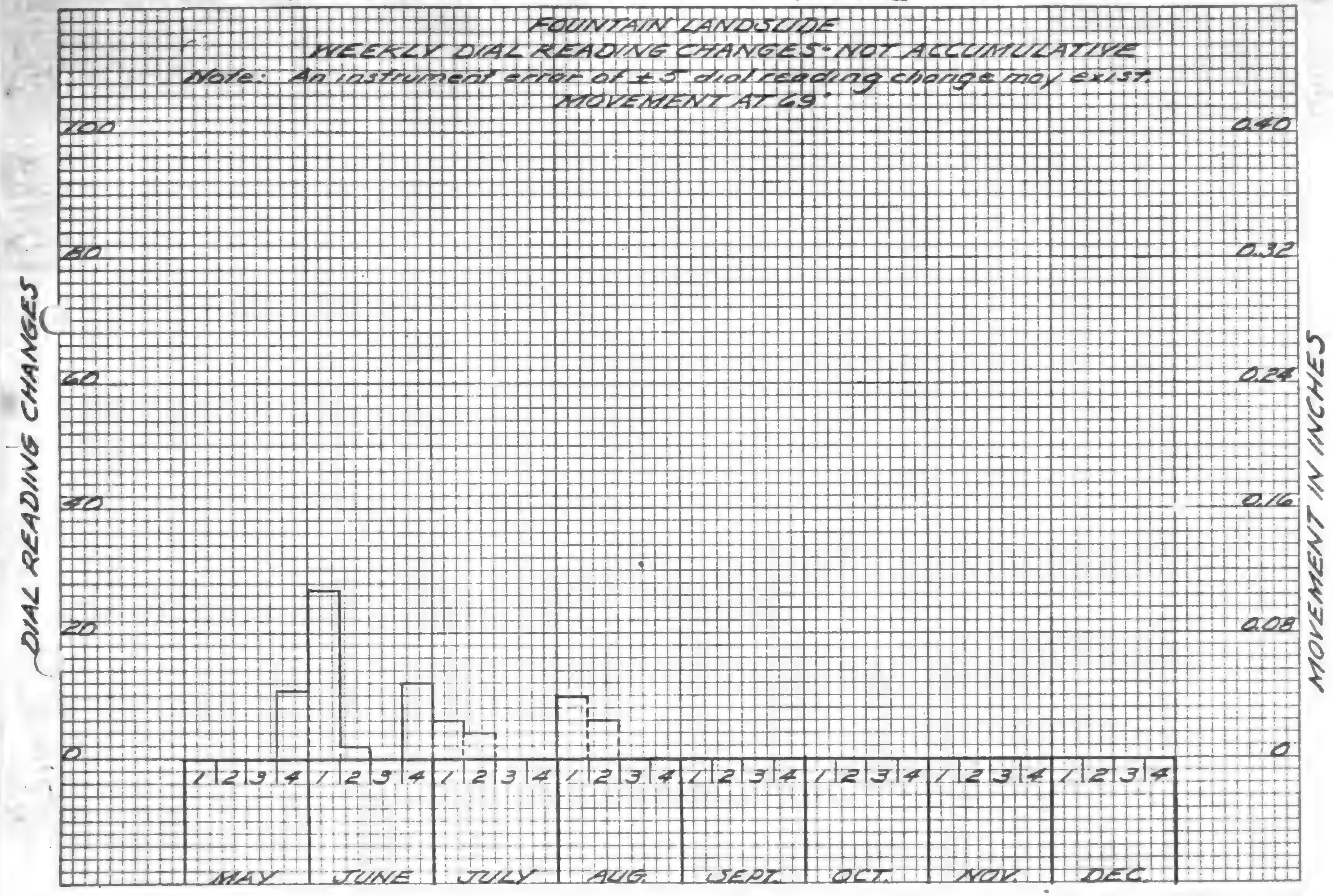
NOTED
R. D. ASBURRY

Signed

Title Region I Geologist

USE BACK IF ADDITIONAL SPACE IS REQUIRED

SM-17 STATION 386+00 550'RT. INITIAL READING 5-17-71



FOUNTAIN LANDSLIDE

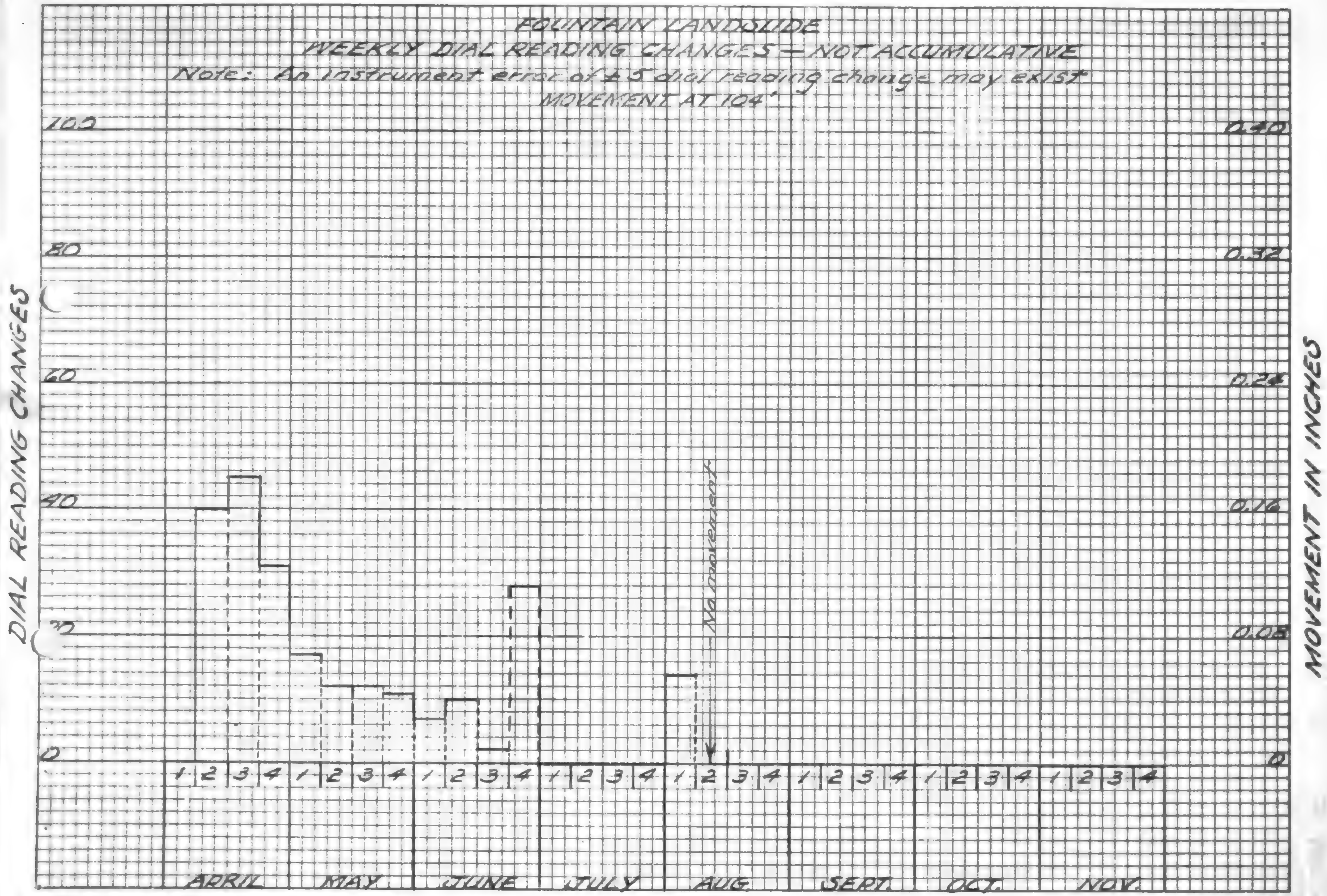
WEEKLY DIAL READING CHANGES-NOT ACCUMULATIVE

Note: An instrument error of ±5 dial reading change may exist.

MOVEMENT AT 69°

CLEARPRINT PAPER CO. NO. C3180. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS. CLEARPRINT CHARTS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015

SM-15 STATION 391+00 565' RT. INITIAL READING 4-1-71



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AUG 16 1971
[illegible]

I-205-1(14)-99
7339

August 12, 1971

Mr. Talbot D. Bailey, Jr.
Northwest Division Engineer
Gordon H. Ball, Inc.
Post Office Box 637
Kent, Washington 98031

Dear Mr. Bailey:

This is in response to your August 10 letter concerning retainages on Contract 7337 in Union County and Contract 7339 in Clackamas County.

If we interpret the new law correctly, it does not apply to contracts that were dated prior to September 9, 1971, the date that House Bill 1233 becomes effective.

I believe this to be a matter of statute and not one of Highway Commission discretion.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
L. I. Lindas

[illegible]
[illegible]
232 South Second Avenue • [illegible]
Kent, Washington [illegible]
Mailing Address: P. O. Box [illegible], [illegible] Washington [illegible]

August 10, 1971

Mr. George Baldwin, Administrator of Highways
Department of Highways
Oregon State Highway Division
Salem, Oregon 97310

Subject: Retention as Affected by House Bill 1232

Dear Mr. Baldwin:

On September 9, 1971, House Bill 1232 enacted by the recent Oregon Legislature will become effective. This bill provides for payment of interest on retentions or retentions to be invested under escrow agreement.

The purpose of this letter is to serve written notice as provided under Section 3 of Gordon H. Ball, Inc.'s election to come under the provisions of Section 2 of this Act.

Please advise me if the Oregon State Highway Division will release to our Company all or part of the retainage that is being withheld on our existing contracts with the State of Oregon, Highway Division.

The two jobs we are primarily interested in are:

1. Contract 7337, Grading, paving, structures and signing on the La Grande Section of the Old Oregon Trail in Union County; and,
2. Contract 7389, Grading, Paving, structures, and signing, signals and illunination on the Gladstone Interchange-Oregon City Interchange Section of the E. Portland Freeway in Clackamas County

If the answer to the above is in the affirmative, please advise us of the type of securities the Oregon State Highway Division would prefer to have as a substitute for the retainage in addition to those listed in the House Bill 1232.

We were advised that the Oregon State Treasurer has approved the use of Time Certificate of Deposits issued by a bank or corporate bonds bearing Class A or better as recognized by a rating service.

Your prompt attention to this matter will be greatly appreciated.

Very truly yours,

GORDON H. BALL, INC.

Talbot D Bailey Jr

Talbot D. Bailey, Jr.
Northwest Division Engineer

TDB:mls

cc: V. O. Smith
J. J. Voye
Daryl Doyle, Job 501
Joe Farrell, Job 504

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AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 971
FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

I-205-7(14)299

~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

7389

Phone 378-6511

August 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: 6-inch Water Main Failure
City of Gladstone
Gladstone Interchange-Oregon
City Interchange Section
East Portland Freeway (I-205)
Clackamas County
Project No. I-205-7(14)299
Contract No. 7389

Dear Sir:

Attached are two copies of our Mr. Rumbolz' letter dated July 28, 1971 concerning the above-captioned water main.

We have been advised by our Resident Engineer that the contractor employed proper protective procedures in constructing the fill over the pipe; therefore, it is our opinion that the failure was caused by subsidence of the fill. The City of Gladstone proposes to perform the relocation with their forces on an actual cost basis.

This matter was discussed with your Mr. W. N. Bryant on July 27, 1971. At that time, our information indicated that the first work performed by the City was on July 25. Mr. Bryant established an eligible date for this emergency work effective July 25, 1971. Since it has now been determined that the first work was performed by the City on July 24, 1971, we request the eligible date be established as July 24, 1971.

Your formal approval for this emergency work effective July 24, 1971, as detailed above and in Mr. Rumbolz' letter dated July 28, 1971, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:fw
Attach.
cc: A. E. Johnson
V. L. Gallagher -(Attach) (2)

Form E-123

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JUL 30 1971
FOR FILING

I-205-7(14)299

7389

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 27, 1971

In reply refer to: 08-35.6

Johnson

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange - Oregon City Interchange

Revised Drawings 26224, 26209, and 26210 for the Clackamas River Bridge and Gladstone Interchange structure have been reviewed and are approved.

Approved copies are enclosed.

Enclosures

REFER TO
Merchant
BY ASST. STATE HWY. ENGR.

A. E. [illegible]

7-29-71
& Encl
Merchant
Orig H

NOTED
TOM EDWARDS

RECEIVED
JUL 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 29 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-205-7(14)277
7389

July 22, 1971

J. T. Steeb & Co., Inc.
415 Oregon Pioneer Building
Portland, Oregon 97204

Attention Mr. Adolph Carr
President

Gentlemen:

Clackamas River Bridge
Gladstone Intch.-Oregon City Intch. Sec.
East Portland Freeway
Clackamas County
Contract 7389
Structural Steel Checking and Inspection Costs

Your letter of July 16, 1971, requests information regarding the value of assistance provided by the Oregon State Highway Division to the structural steel manufacturer which enable the manufacturer to produce the structural steel to conform with the requirements and specifications for the Clackamas River Bridge.

Our investigation indicates that only the costs of checking structural steel shop drawings and actual inspection of the fabrication of structural steel are involved. Checking of the structural steel shop drawings by State Highway personnel required 93 man-hours of labor at a total cost of $836.75.

The inspection of structural steel fabrication was contracted to an independent inspection agency at a total cost of $9,380.00. The sum of these two items ($10,216.75) is the total value of the assistance supplied by the Oregon State Highway Division to the structural steel manufacturer for the purpose of enabling the manufacturer to produce the steel bridge to conform to the requirements and specifications of the project.

Very truly yours,
R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RWE:dh
cc A. E. Johnson

RECEIVED
JUN 29 1971
FORM E-30
FOR FILING

I-205-7(14) 77
7389

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1971

SUBJECT: Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway
Contract No. 7389

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

The Region has proposed deletion of both the tie bars and the keyway at the joint between the 12-foot and the 24-foot PCC panels. The contractor expects to begin paving after July 5 with this change. Your approval is recommended.

Last year this change was made on two projects with Federal Highway Administration concurrence; Contract Nos. 7151 and 7275 respectively, the Tualatin River-Pacific Highway Section and the East Portland Freeway-Wilsonville Interchange Section. The deletion then was made on the price basis of cost of steel plus $0.03 per pound labor.

The proposed change will improve the joint without any known adverse effects.

F. D. Morgan
Construction Engineer

By Edgar L. Johnsen

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

6-29
Copy to Constr.
att [illegible]

ELJ:fw

Approved 6-28-71
A E Johnson
ASST. STATE HWY. ENGR.

Form E-200-[illegible]

I-205-7(14)209

STATE COPY G-11

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 6-29-71
Contingent upon modification of project agreement if additional funds are required
BY G. J. Walach
TITLE Dist. Engineer
DATE 7-15-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gladstone Interchange - Oregon City Interchange

Date June 23, 1971

Highway East Portland Freeway

Contract No. 7389

County Clackamas

Prefix 603-1009

Contractor Gordon H. Ball, Inc.

F. A. Project No. I-205-7(14)209

Address P.O. Box 151, Oregon City, Oregon 97045

Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install Type "E" compression joint seals in the existing Clackamas River Bridges to provide a water-tight seal for the full width of the completed deck. Work includes removing the existing poured joint sealer, sandblasting the armored corners and installing the compression seals.

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JUL [illegible] 1971
OFFICE OF
STATE [illegible] ENGINEER

Location by station numbers:

Bents 2, 3, 4, 5 and 6 Northbound and Southbound

(Clackamas River Bridges - Bridge No. 8837A)

Estimate of quantities and cost:

Labor	$ 1,332.00	(See attached two calculation sheets for breakdown of quantities and cost)
Material	3,124.00	
Equipment	70.00	
Total	$ 4,526.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There is no established price in the contract for this particular item and a satisfactory Price Agreement could not be negotiated with the Contractor for the added work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$12,873,638.62	
Present estimate of project cost, including $ 4,526.00 for work under this order	$12,878,638.62	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: J. K. Wilson
J. K. Wilson
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended: OK WJA
Construction Engineer or Bridge Engineer

Approved: F. B. Hinman
~~Deputy State Highway Engineer,~~
~~Asst. State Highway Engineer~~

7-14-71

~~Job~~ Contract No. 1389

Sheet 1 of 2 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for EWO No. 7 TYPE "E" COMPRESSION JT. SEAL

Made by JXW 6-23, 19 71 Checked by ...., 19...... Backchecked by ...., 19......

LABOR

CLEAN-UP EXISTING JOINTS

1. ~~Remove poured jt. sealer~~
   2 man for 1 day
   16 hrs @ 10.00 = $160.00

2. Sandblast or grind exist. corners
   1 man for 4 hrs.
   4 hrs @ 10.00 = 40.00

3. Chip out & repour portion of armored corner at Bent 3 S.B. where space is inadequate.
   1 man for 3 hrs
   3 hrs @ 10.00 = 30.00

230.00 — $230.00

INSTALLATION OF COMPRESSION SEAL

1. Compression seal
   340 ft @ 2.00 = 680.00

2. Splices
   10 @ 20.00 = 200.00

(Unit prices per supplier estimate) 880.00 — 880.00

Total 1,110.00
+20% 222.00

TOTAL LABOR $1,332.00

Contract No. 7387

Sheet 2 of 2 Sheet

OREGON STATE HIGHWAY DIVISION

Calculations for EWO No. 7

Made by JXN 6-23 1971 Checked by .... 19...... Backchecked by .... 19......

MATERIAL

1. Compression seal 340 ft @ 7.74	=	$2,631.60	
2. Lubricant-adhesive 10 gal @ 8.50	=	85.00	
(Unit prices per supplier quote)	Total	2,716.60	
	+ 15%	407.49	
	TOTAL MATERIAL		$3,124.00

EQUIPMENT

1. 3/4 Ton Pick-up:	12 hrs @ 2^{10}	=	$25.20	
2. Compressor:	6 hrs @ 3^{50}	=	21.00	
3. Jackhammer:	2 hrs @ 0^{70}	=	1.40	
4. Sandblast pot:	4 hrs @ 3^{00}	=	12.00	
	Total		59.60	
	+15%		8.94	
				$70.00

RECEIVED
MAY 14 1971

FOR FILING

I-205-7(14) 299
7289

5-13-71

LRW MIL 47 5-13-71 4/10PM

E S HUNTER

RE YOUR TELEPHONE CALL THIS DATE CONCERNING COMPLAINT ON GORDON BALL HAULING EQUIPMENT ON I-205, OREGON CITY-WEST LINN.

M D PAYNE, RESIDENT ENGINEER, CONTACTED AND TAKING APPROPRIATE ACTION.

INSPECTION OF ROADWAY BY SHELDRAKE DURING NOON HOUR REVEALED CONTRACTORS WAYNE SWEEPER AND 4000 GALLON WATER WAGON AT WORK CLEANING UP. BRIEF BUT SUBSTANTIAL RAIN STORM LAST NIGHT MUDDIED UP EMBANKMENT ARE, OREGON-CITY-GLADSTONE JOB.

L W RULIEN

NOTED
E. S. HUNTER

FB¾4.

RECEIVED
MAY 18 1971

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1971

To:

Mr. R. L Schroeder
Mr. L. W. Rulien
Mr. H. S. Coulter

SUBJECT:

ASTM A354 Grade BD Anchor
Bolts, 1½" diam. Contracts
7312, 7389, 7337 & 7513

Since March 23, 1971 we have been involved in continuing testing with Schmitt Steel on 1½" diameter bolts fabricated from heat 99L035 of U.S. Steel Corporation type 4140 steel. This is a heat-treatable steel and, by proper quenching and tempering, is supposed to be capable of developing the properties of ASTM A354 Grade BD bolts. The specification does not call for any specific type of steel, it being left to the manufacturer to use a type which can be treated to provide the required properties.

The first bolts sampled (for SC7312 and 7389) were accompanied by test reports from Schmitt Steel showing minimum Brinell hardness of 302 and no tensile properties. Our laboratory confirmed the hardness but failed the bolts because of low tensile strength (lab reports 959649 and 959650).

The bolts were reheat treated and tensile coupons were tested at Northwest Testing Laboratory at the manufacturer's expense. These coupons failed the hardness requirement, as determined by this laboratory, though the manufacturer claimed acceptable hardness. The coupons also failed the tensile test. (These tests were reported on Lab . Nos, 961208 through 961211).

The manufacturer elected to again heat treat the bolts and test at his expense. Full size bars were pulled at Northwest Testing Laboratory and witnessed by one of our inspectors. For some reason, actual bar cross section areas were not determined so the testing company reported the tensile strength based on nominal bar area. For the bar representing Fentron stock (used on Sc 7337, 7389 and 7513) the reported tensile strength was only 500 psi over the minimum required.

Because of the method of determination, we could not accept this result. However, I understand two lots of bolts were shipped on the strength of the Northwest report.

Subsequently, this laboratory obtained one of the 12 bolts which had not yet been shipped. A tensile test of this bolt, reported on Lab. No. 962170 attached, showed that the bolt failed to meet the required tensile strength by 10,000 psi. Schmitt Steel also had one of the

12 bolts tested by Pittsburgh Testing Laboratory on May 4 and found the tensile strength 5,400 psi low.

Since the two lots of 12 bolts each which were shipped are no doubt cast in concrete, acceptance on penalty would seem to be the most logical solution, since they are not greatly out of specification.

Meanwhile a coupon representing the four bolts going to Contract No. 7312 had also been tested without measuring the initial area. This coupon, however, had more than adequate strength, even based on the nominal area, and these bolts have been accepted on Lab. No. 964106.

The manufacturer advises that on future ASTM A354 Grade BD bolts they will use a type of steel with better heat treating properties.

John C. Jenkins
Engineer of Materials & Research

JCJ:bm
Attach.
cc: A. E. Johnson
E. J. Rief

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OFFICE OF
STATE HIGHWAY ENGINEER

14

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

ANCHOR BOLTS

Laboratory No. 962170
Data Sheet No. A41985
Prefix 7517
Amount charge -
Dept. Invoice No.
Date received April 20, 1971
Date reported May 4, 1971

Project Fentron Ind. Stock
Highway
Contractor No.
Submitted by Ed J. Rief
Source of material Schmitt Steel, Inc.
Sampled or inspected at
To be used Sign post anchors
Sampled or inspected by L. O. Miller
Quantity represented 36 each

ASTM A354, Grade BD Heat 991035

$1\frac{1}{8}$" x 3' 6" Threaded rod

Tests performed by Northwest Testing Laboratories:

Yield strength, lbs. = 230,000 = 130,165 psi *
Tensile strength, lbs. = 266,000 = 150,535 psi *
Reduction in area, % = 49.6 *
Hardness, B.H.N. = 350

* Based on nominal area; actual area not measured.

Tests performed by OSHD Materials Lab.:

Hardness, Rockwell = C28$\frac{1}{2}$
Hardness, Brinell 3000 kg = 293

Tests made at $\frac{1}{4}$ diameter point on cross section from tensile specimen in grip area. (Referee Test)

Tests on finished bolt:

Hardness = BHN & Rockwell C30
Yield str., psi (0.2% offset) = 121,900
Tensile strength, psi = 140,100
Elongation in 2", % = 41.5
Reduction in area, % = 59.1

Also rejected on Lab. No's. 959649, 959650, 961208, 961209, 961210, 961211.

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Rief
X Schmitt Steel

RECOMMENDATION:

Material as represented by this sample ~~does,~~ does not comply with specifications on basis of referee hardness test and tensile test performed by OSHD.

John C. Jenkins

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APR 28 1971
FOR FILE

I-205-7(14)299
7389

April 22, 1971

Mr. A. E. Wilson, District Engineer
Holophane Company, Inc.
Post Office Box 1317
Lake Grove Station
Lake Oswego, Oregon 97034

Dear Mr. Wilson:

Re: Gladstone Interchange-Oregon City Interchange
East Portland Freeway, Clackamas County
Contract No. 7389, Illumination

Your letter of April 14 in which you request a change in the specifications to permit the use of Holophane lighting fixtures for the above project has been received. Our letter to you, dated February 24, stated briefly that your product was not approved for this project, the reasons for this apparent exclusion having been previously discussed with representatives of the Holophane Company. Perhaps it will clarify the matter to review our position.

Section 651.46 of the special provisions for the above project contains two paragraphs which are repeated herein for your information:

> "The reflector assembly shall be of Alzak finished spun aluminum with 'flats' in the upper portion to re-direct reflected light away from the arc tube of the lamp. The assembly shall be enclosed, gasketed and filtered.
>
> "The door shall contain a clear, tempered, heat and shock resistant glass and shall be attached to the reflector housing by means of a hinge and five toggle latches. The frame shall contain provision for field mounting of external shields."

It is the intention of the Highway Division to conduct a long-term evaluation program of the various lighting fixtures now being used for tower lighting. I am sure you share our view that it is in the best interest of the State for the Division to complete its testing program under the actual service and environmental conditions found within the state of Oregon.

As the contracting and operating organization, the State must retain the right to specify materials and equipment which, in its judgment, provide the best solution. Because of the above-mentioned evaluation program, no change will be made on the specification for the Gladstone-Oregon City Interchange Section, Contract No. 7389.

Your letter requests a meeting the week of April 19. As the matter of Holophane fixtures has been previously discussed, we can see no point in another meeting; however, we are always available to consider any new technical aspect of highway lighting.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: W. R. Grasle Company

bc: R. L. Porter
Tom Edwards
Ivan Merchant
L. W. Rulien
Maurice Payne

RJW:ag sr

HOLOPHANE COMPANY, INC.
GENERAL OFFICES: 1120 AVENUE OF THE AMERICAS
NEW YORK, N.Y. 10036 • (212) 682-5320

April 14, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter
State Highway Engineer

Subj: Reference Your Letter 2/24/71
Gladstone & Oregon City Interchanges, Contract #7389
Illumination

Gentlemen:

Disapproval of our 1100 series fixture on the subject project is a greater loss to the State than it is to the Holophane Company.

Our business is lighting. Our reputation has been built upon our many successes. Our successes did not come by accident, but were earned through years of research and development and experience.

We have designed and manufactured for your industry the most effective luminaire available for highway interchange lighting. No competitive unit approaches it in performance. One has only to review the technical aspects of the various units to recognize this point. A better source for confirmation of our claim is to talk with the users who have experimented with both our fixtures and our major competitors. We invite you to do so.

Specifications are generally written to establish the minimum acceptable standards for a piece of equipment, not to exclude a superior piece of equipment.

Your specifications were changed to include our luminaire on the Hubbard, I5/I205, Rogue River and Jantzen Beach interchanges.

If our fixture is suitable a few miles down the road, if it offers superior performance (we calculate a maintained light level over 25% higher than our competition) if it can be obtained without additional cost to the State, and if you truly wish to install the best available system,

RECEIVED
APR 16 1971
BRIDGE [illegible]

LIGHTING AUTHORITIES SINCE 1898

we find it inconceivable you can in good conscience and in the best interest of the State disapprove our product on the grounds stated in your Feb. 24, 1971 letter.

We truly feel disapproval is not in the States best interest. In the company of the W. R. Grasle Co., we request the opportunity to meet with you at your convenience, early the week of April 19 to review this matter.

May we hear from you soon regarding a suitable meeting time.

Very truly yours,

A. R. Wilson
District Engineer

cc: WESCO-R.L. Austin
W.R. Grasle-A. Mather

A. R. (Dick) Wilson
P. O. Box 1317
Lake Grove Station
Lake Oswego, Oregon 97034

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APR 16 1971
BRIDGE DIVISION

RECEIVED
APR 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7379

NOTED
C.A. GARDNER

February 24, 1971

A. R. Wilson
District Engineer
Holophane Company, Inc.
P O Box 1317
Lake Grove Station
Lake Oswego, Oregon 97034

Dear Mr. Wilson:

Gladstone Intchge.-Oregon City Inch.
East Portland Freeway
Clackamas County
Contract 7389
Illumination

Reference your letter of February 22, 1971, concerning the approval of Holophane's Catalog No. 1108 luminaire for the subject project.

Your luminaire does not meet the specifications as set forth for this project and is therefore not approved.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

DOC/as

cc: A. A. Rear w/attach.
Gordon H. Ball-Oregon City w/attach.
L. W. Rulien w/attach.
M. Payne w/attach.

NOTED
W. J. HART

HOLOPHANE COMPANY, INC.
GENERAL OFFICES: 1120 AVENUE OF THE AMERICAS
NEW YORK, N.Y. 10036 • (212) 682-5320

February 22, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. D. O. Christensen

Subj: Gladstone Interchange OSHD #7389
Catalog #1108 Luminaire

Gentlemen:

It has been brought to our attention that our catalog #1108 luminaire has not been approved for the Gladstone interchange project on the grounds that it is not in conformance with the specifications.

Since this luminaire has proven itself in service, and has been approved for the I-205, Hubbard, Jantzen Beach, and Rogue River interchanges, we find it difficult to believe there is justification for rejection on the Gladstone project.

This disapproval is particularly disconcerting since prior to the letting of the contract for the project, we met with you to point out serious limitations in the luminaire specification, namely a total lack of specified illumination performance, other than reference to a type V distribution with maximum C.P. at 60°.

We pointed out that on the basis of the specification there was no guarentee the State would receive a lighting fixture capable of the photometric performance required for the application.

We were advised that there was not enough time to issue an addendum to the specification, but that if a contractor were to submit the unit it would be given consideration.

Subsequently you strengthened your luminaire specifications to incorporate photometric performance by naming our 1108 unit as acceptable.

In view of this subsequent approval, the limitations of the original specifications, and the fact our luminaire has proven its capability in service, we suggest that the 1108 unit should be approved for use on the Gladstone project and that such approval is in the best interest of the State.

We ask that you reconsider this matter and advise your decision as early as possible.

A. R. (Dick) Wilson
P. O. Box 1317
Lake Grove Station
Lake Oswego, Oregon 97034

RECEIVED
FEB 23 1971
BRIDGE DIVISION

Very truly yours,

A. R. Wilson
District Engineer

cc: WESCO-R.L. Austin

LIGHTING AUTHORITIES SINCE 1898

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APR 7 - 1971
FOR FILING

I-205-7(14)279
7389

April 6, 1971

Mrs. C. V. Buchanan
750 E. Dartmouth
Gladstone, Oregon 97027

Dear Mrs. Buchanan:

As a result of your recent letter, our Resident Engineer has contacted the Gordon H. Ball Construction Company and their insurance carrier, Argonaut Insurance Company, concerning the status of their work in connection with your claim of damage to your home. It is our understanding that the claim is being processed and that very recently you have been contacted.

If there is anything further that we can do, please feel free to contact us.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (enc.)
L. W. Rulien

LWR:fb ja

FORM 2-36

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Oregon City, Oregon
Mar. 25, 1971

SUBJECT: Mrs. C.V. Buchanan
Blasting Damage Complaint

Gladstone Int.-
Oregon City Int. Sec.
East Portland Freeway
Contract No. 7389
Prefix 603-1009

To: Mr. L.W. Rulien
Regional Engr.
Portland, Oregon

Mrs. C.V. Buchanan notified Gordon H. Ball office Jan. 13, 1971 that the blasting operations damaged her house. Gordon H. Ball, Inc. submitted a report to their insurance company on Jan. 14, 1971. I called Mr. Dick Hurner, Argonaut Insurance Co. He said his company representatives had contacted Mrs. Buchanan March 17, 1971. Mrs. Buchanan verified that the insurance company has contacted her and she is satisfied that they are giving her claim attention.

Mr. Hurner said they should complete their appraisal work on all the present claims in this area by the end of this week.

Maurice D. Payne
Maurice D. Payne
Res. Engr.

MDP/rwt

cc: File

☐ DE ☐ ADE ☐ ADE ☐ OE
MAR 26 1971
☐ TE ☐ UE ☐ DES

750 E. Dartmouth
Gladstone Ore.
97027

REFERRED TO Admin BY SECRETARY

Edwards

Dear Sir

I'm writing to you to find out if anything can be done about the damage being done to our house by the Bail Construction Co.

The blasting has cracked one side of our place. There is a crack in the foundation also several cracks on the outside.

There are cracks in the front room and one bedroom.

I would appreciate any help you can give me.

Al Johnson
[illegible]

Two men from the Ball Construction looked our place over and said they were bonded and insured. However that has been some time ago and we haven't heard any more.

I think they should be made to pay for the damage they caused and it isn't up to us to repair it.

Thank you for any help you can give us.

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely

Mrs. C. E. Buchanan

Form E-208—8M

I 20[illegible]

STATE COPY 6-1[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-10-70
Contingent upon modification of project agreement if additional funds are required
BY [illegible]
TITLE Dist. Engineer
DATE 4-7-7[illegible]
FEDERAL HIGHWAY ADMINISTRATION

Project Name Gladstone Int.-Oregon City Int. Sec.	Date March 22 1971
Highway East Portland Freeway	Contract No. 7389
County Clackamas	Prefix 603-1009
Contractor Gordon H. Ball, Inc.	F. A. Project No. I-205-7(14) 299
Address P.O. Box 151, Oregon City, Oregon 97045	Order No. 1 (Supplement)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging, State share, to provide for safety of the traveling public.

In cases where the necessity for flagging is of an intermittent nature of four hours or less duration, the contractor may use crafts, other than flagmen at specified rates or general laborers, that are immediately available at the site of the work and the State will participate, on a force account basis, on the specified wage of the craft used.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Flagging (Original Authorization)	$25,000.00
Flagging (Additional, This Supplement)	27,000.00
Total	$52,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work classed as "Extrawork" for which $25,000.00 was provided for in contract authorization. Based on anticipated flagging required for completion of project, an additional $27,000.00 will be needed. Flagging expenditure to date is $22,330.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,636.62
Present estimate of project cost, including $~~52,000.00~~ 27,000.00 for work under this order	$12,878,636.62
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne Resident Engineer
Maurice D. Payne

Approval Recommended: Allen C Howard Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: 6-8-71
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer

SP*23577-734

Form E-200—5M

I-205-7(14)299
7389

STATE COPY 6-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3-8-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 4-6-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Gladstone Interchange – Oregon City Interchange
Highway East Portland Freeway
County Clackamas
Contractor Gordon H. Ball
Address P. O. Box 151, Oregon City, Oregon 97045

Date March 11, 1971
Contract No. 7389
Prefix 603-1009
F. A. Project No. I-205-7(14)209
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse Contractor for extra work caused by staking error. Involved is additional excavation, reforming end-bent pile cap and replacement of reinforcement.

Location by station numbers:

"L_{so}" 636+88 (Bent 7 Southbound)

Estimate of quantities and cost:

Labor	$ 150.00
Equipment	125.00
Total	$ 275.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

All work under this order is a direct result of a State staking error.

Rates per AGC-State agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,878,638.64
Present estimate of project cost, including $ 275.00 for work under this order $12,878,638.64
Expected under-run / over-run amount . . . . $
Expected under-run / over-run per cent . . . .

Space to right of this line is for use of Salem Office

Submitted by: V. X. Wilson
V. X. Wilson, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

OK

Approved 4-8-71
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer.

RECEIVED
APR 2 - 1971
FOR FILING

I-205-7(14)299
7389

March 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7389
Prefix 603-1009
FAP I-205-7(14)299

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 5 covering extra work caused by a staking error on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The bottom of the pile cap was staked at an erroneous elevation. This order covers the necessary additional excavation, reforming the end bent pile cap and replacement of the reinforcement at Bent 7 on Southbound Bridge 8837A.

This work was tentatively recommended for approval by the Federal Highway Administration. The work begun on March 8, 1971 as soon as possible after the error was discovered; however, prior approval was inadvertently overlooked.

Your approval retroactive to March 8, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administratio n Engineer

JK:fw

RECEIVED
MAR 31 1971

FOR FILING

[illegible]
7389

SP*52500-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 23, 1971

SUBJECT: Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Contract No. 7389

To:
Mr. L. W. Rulien
Regional Engineer
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

NOT
A. E. J

Review has been made of the proposal of the contractor on subject project requesting that he be permitted to have his empty hauling vehicles leave the freeway near the east end of the West Linn slide and the loaded vehicle to proceed from the slide westerly along the edge of the freeway, outside of the sight posts, to the 10th Street ramp.

This hauling pattern has been approved and you may proceed on planned basis. However, the contractor shall be advised that if traffic handling is inadequate under the proposed plan, he will be expected to furnish additional signs and flagmen as may be considered necessary by the Engineer.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fw

cc A. E. Johnson

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1971
FOR FILE

I-205-7(14) 299
7389

March 3, 1971

Mr. B. G. Anderson
Assistant Vice President - Engineering
Burlington Northern
176 East Fifth Street
St. Paul, Minnesota 55101

272

Dear Mr. Anderson:

With reference to your letter of February 17 requesting information about the Ishikawajima-Harima Heavy Industries Co., structural steel for the Clackamas River Bridge has not arrived at the job site and we are unable to give you a first-hand analysis of the fabrication done by this company.

Mr. Donald R. Scott, Manager of the Portland District of Pittsburgh Testing Laboratory, the agency that is inspecting the steel for this job in Japan, made an inspection of the Ishikawajima-Harima fabrication shop February 10. At that time, most of the fabrication was completed and he reports that, in general, the quality of fabrication at this plant compares favorably to that found in shops in the United States. He said the workmanship and documentation at the shop were good, they endeavor to meet the specifications, and they are very cooperative. Although the completed welded beams are structurally adequate, the welds do not appear to be as smooth as they would if done in the United States because manual welding is used to a greater extent in Japan.

If you need anything further on this, we may be able to furnish a better evaluation at a later time.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
A. E. Johnson
V. D. Wolfe
Ivan D. Merchant

RJW:dh sr

REFERRED TO Edwards
FOR ans. please
R. L. PORTER

BURLINGTON NORTHERN

ENGINEERING DIVISION

176 East Fifth Street
St. Paul, Minnesota 55101
Telephone (612) 222-7773 or 224-5588

February 17, 1971

Al Johnson
Draft

Mr. Roderick L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Burlington Northern is proposing to construct a large bridge across the Latah Creek Canyon in Spokane, Washington. A request has been received from a Japanese firm, Ishikawajima-Harima, that they be considered for furnishing the fabricated steel involved in the work and they have indicated to us that they furnished the steel for the Clackamas River Bridge at Gladstone, Oregon.

If consistent, will you please advise if the structural steel furnished by Ishikawajima-Harima was satisfactory to you.

Very truly yours,

B. G. Anderson
B. G. Anderson
Assistant Vice President-Engineering

NOW:sm

File: 350-02

NOTED
TOM EDWARDS

RECEIVED
FEB 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1971
BRIDGE DIVISION

RECEIVED
MAR 3 - 71
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-205-7(14)299
7389

NOTED
A. E. JOHNSON

March 1, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Oak Street
Portland, Oregon 97204

ATTENTION: Right of Way Supervisor

Re: Telephone Conduit Installation on
Structures and Trench Excavation
Gladstone Street Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(14)299

Gentlemen:

At your request, an item was included in the State's contract for the installation of conduit in the structures crossing over the East Portland Freeway at the Gladstone Interchange, Park Place Interchange and the structure crossing over the railroad at Park Place.

The Contractor's bid for the installation of conduit was $1,900.00 for the Gladstone Interchange and the Park Place Interchange structures and $600.00 for the Park Place railroad overcrossing.

At your request, the State's contractor performed trench excavation at Abernathy Creek for the relocation of your underground telephone cables. The requested trenching required the excavation of 118.64 cubic yards (a copy of the State's field notes are attached). The contractor's bid for trench excavation is $5.00 per cubic yard; therefore, the cost to your company is $593.20.

You are hereby requested to deposit with the State, a check in the amount of $3,093.20 to cover the cost of the trenching work completed and the conduit installation yet to be made. Your early attention to this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure
cc: A. E. Johnson
V. E. Skoog
L. W. Rulien
M. D. Payne
Dick Rumbolz

RECEIVED
MAR 1
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-[illegible]
7389

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 12, 1971

SUBJECT: Possible Haul Crossings
Gladstone-Oregon City
Interchange Section
East Portland Freeway
Contract No. 7389
Gordon H. Ball, Contractor

To: Mr. Al Johnson
Asst. State Highway Engineer

I do not believe you can grant a direct at-grade access. You can grant him the authority to construct a temporary wooden overcrossing to let him enter in the proper manner, using the shoulder for an acceleration lane, and repairing all damage when completed.

Tom Edwards
ja.

Tom Edwards
Deputy State Highway Engineer

TE:ja

Attachments

cc R. L. Porter
Victor D. Wolfe

2-16-71
Copy to John Bond
w/att.
"Take appropriate
action" EJ

NOTED
A. E. JOHNSON

FORM 2-90 (REV. 10-68)

Routing
Morgan
Decker
Loehme
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
FEB 11 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
February 10, 1971

To:

Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT:

Gladstone-O.C. Intch. Section
East Portland Freeway
Contract No. 7389
Possible Haul Crossings

Attached is a plan developed by Gordon H. Ball, contractor on the subject section, which constitutes his request to develop a haul road from his mandatory borrow area at the West Linn slide which would come direct onto I-205 from the slide. The crossing would be at-grade of the southbound lanes for loaded trucks and would be a merge with the inside northbound lane. There are approximately a million and a half cubic yards of material yet to be hauled.

The contractor has hauled approximately 1,100,000 cubic yards to date from this slide area to embankments on his contract. This haul has been by way of a developed haul road to a frontal road that parallels I-205 along the upper side. The frontal road leads to Sunset Avenue, the haul road crosses I-205 on the Sunset Avenue structure than follows Willamette Falls Drive to the Oswego Highway and crosses the river on the new Oregon City-West Linn Bridge.

Our specifications prohibit entry to I-205 except at the 10th Street interchange. The contractor indicates a desire to program his job for a completion next November. He indicates that this programming demands a more efficient and higher production haul than he can achieve by his present route. He indicates that we would benefit by an early completion of his job, and that, although he would reap financial benefits if granted a direct access to I-205, these benefits would be offset by other costs that he would have to absorb by expediting other work on the project, namely structures. He anticipates a double shift haul and a probable duration of something over three months. I heard the contractor out, indicated to him the thinking that lead to the restriction of a grade crossing, namely the hazards involved in such an operation. I questioned the benefits that we would derive in this particular case by an expedited job, primarily due to the fact that rapidly placed embankments are not necessarily in our long-term interests, particularly with several fairly large embankments over ground that has demanded special foundation work. In short, I indicated that in this particular instance our best interest may be served if the embankment sat through a season

Construction recommends against new access across freeway.

taking a considerable portion of their initial settlements before paving. However, I advised the contractor that I would pass along their case for a review. The following are the major considerations:

(1) Heavy constant haul by way of Sunset Avenue has caused a certain amount of restlessness in the neighborhoods and with the City of West Linn.

(2) The constant flow of trucks crossing southbound I-205 and merging with northbound I-205 traffic would, despite the best policing possible, have inherent hazards, would subject high-speed freeway traffic to inconvenience and would track up the highway.

(3) High-speed embankment placement with truck haul, considering out anticipated foundation and settlement problems, is not necessarily beneficial to us even if it leads to earlier completion.

(4) It would be possible to expedite the haul by the contractor's development of a southbound entry, which we probably could allow, utilizing the shoulder area, et cetera, and the 10th Street interchange. This adds haul (by the contractor's calculations three additional minutes), and consequently would be an additional cost factor to him. However, if his interest is in expediting the job it could be done in this manner without a grade crossing.

Please advise what our response to the contractor should be.

L. W. Rulien
Regional Engineer

LWR:fb
Enc.
cc M. D. Payne

Form E-200—5M

STATE COPY 6-1

7(14)299
7389

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-4-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 1-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Gladstone Int.-Oregon City Int. Sec.
Date Dec. 3, 1970
Highway East Portland Freeway
Contract No. 7389
County Clackamas
Prefix 603-1009
Contractor Gordon H. Ball Inc.
F. A. Project No. I-205-7(14) 299
Address P.O. Box 151, Oregon City, Oregon 97045
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 350 ft. of 30-inch concrete sewer pipe, construct 30-inch paved culvert end slope and reconstruct manhole. Furnish & install bedding & backfill as needed.

Location by station numbers:

"C" 615 + 45 Rt. to "LS" 617 + 35 Rt.

Estimate of quantities and cost:

Labor	$3,100.00
Material	4,100.00
Equipment	2,400.00
Total	$9,600.00 (Including 15% & 20% allowance)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional storm drainage capacity needed to accomodate development of private property in N.W. Quadrant of Gladstone Interchange. Work has not been done. Rates as per AGC-State Agreement.

Work expected to begin 12-15-70.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,878,636.62
Present estimate of project cost, including $9,600.00 for work under this order	$12,878,636.62
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

TOM EDWARDS

Submitted by: Maurice D. Payne
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.

SP*23577-734

CC: Glenn
Fitz

Orig. to Morgan
1-8-71

J.K.

See #7748
#7660
(A&R #39)

RR-683
O&A-4045
RR-712

I-205-7(14)Gladstone Int.-Oregon City Int.1970
299 Sec, of E. Portland Frwy. (Grad.,
#7389 pav., struc., sign., sig. & ill.) #1

Sec. # 7748
7660
(A&R 439)

RR 683
RR 712
C&A 4045

15

RECEIVED
NOV 17 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7389

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 13, 1970

In reply refer to: 08-35-EC

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange - Oregon City Interchange Section
Adjustments in Water Service Lines by Oregon City.

The bills submitted by the City of Oregon City for work on the restoration of unanticipated service connections to water mains adjusted under the subject project have been reviewed as submitted with Mr. Litchfield's November 9 letter and appear reasonable. The work involved is as described in the request for the July 3, 1970 eligibility date and appears to be beyond the scope of the contract items for adjustment of water mains. It is agreed that utilization of City forces who are both experienced and equipped to perform this type of work is the most economical solution to this unexpected problem.

We hereby confirm the July 3, 1970 eligibility date and authorize Federal participation in this work.

11-16-70
Orig to Constr.
attn. Litchfield

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

RECEIVED

I-205 7(14)299

October 29, 1970

Portland General Elec tric Company
707 Main Street
Oregon City, Oregon 97027

ATTENTION: Mr. Neil Newhouse

RE: Power Line Relocation
Gladstone Interchange-Oregon
City Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(14)299
Contract No. 7389

NOTED
A. E. JOHNSON

Gentlemen:

Reference is made to our letter dated June 1, 1970 which authorized reimbursement by the State for 75 percent of the total cost of the work detailed in your letter dated May 1, 1970.

Subsequent investigation by representatives of the State and your company has determined that the State is obligated to reimburse you for 100 percent of the actual cost of the work detailed in your letter dated September 17, 1970. Therefore, your revised estimate and sketch, as submitted with your letter dated September 17, 1970, have been approved by the State and the Federal Highway Administration. This approval will carry the original authorization date of June 1, 1970.

Reimbursement for the work performed on and subsequent to June 1, 1970 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

RECEIVED
NOV 6 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:fw
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher -w/att. (2)
V. E. Skoog "
L.W. Rulien " (2)
M. D. Payne "
John Sheldrake "
R. H. Rumbolz "

NOTE TO MR. RULIEN: Please have Supplemental SFO prepared and submitted for this work. Return 1 copy of the estimate and sketch with the SFO.

RECEIVED
OCT 27 1970

FORM PR-1240
REV.

10-22-70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PROJECT NO. 1-205-7(14)299

STATE PROJECT NO. GLADSTONE INTERCHANGE - OREGON CITY INTERCHANGE

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-601

COUNTY NAME CLACKAMAS

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: 7389

10-22-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

10-26-70
cy: Morgan

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE MAY 13, 1970

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 205

STATE ROUTE NUMBER STATE ROUTE 64

LIMITS OF AUTHORITY

OUR MAY 13, 1970 AUTHORIZATION TO PROCEED WITH THE ADJUSTMENT OF PORTLAND GENERAL ELECTRIC COMPANY'S 115KV TRANSMISSION LINE AND 12.5KV DISTRIBUTION LINE ON THE SUBJECT PROJECT IS HEREBY AMENDED TO INCLUDE THE INSTALLATION OF TALLER POLES AND INCREASE THE AMOUNT OF REIMBURSABLE WORK AS DESCRIBED IN MR. PRESTON'S SEPTEMBER 30, 1970 LETTER. THIS INCREASES THE ESTIMATED COSTS BY $10,516.58 TO AN APPROVED TOTAL OF $22,874.17.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
OCT 2
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 10-22-70

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

I 205-7(14)299

Form 2-306-5M

NOV 9 1970
OFFICE OF

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-11-70
Contingent upon modification of project agreement if additional funds are required
BY J. Ullrich
Dist. Engineer
DATE 11-6-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name: Gladstone Int.-Oregon City Int. Section
Date: October 21, 1970
Highway: East Portland Freeway
Contract No. 7389
County: Clackamas
Prefix: 603-1009
Contractor: Gordon H. Ball, Inc.
F. A. Project No. I-205-7 (14) 299
Address: P.O. Box 151, Oregon City, Oregon
Order No. 1 - Revised

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging, State share, to provide for safety of the traveling public.

In cases where the necessity for flagging is of an intermittent nature of four hours or less duration, the contractor may use crafts, other than flagmen at specified rates or general laborers, that are immediately available at the site of the work and the State will participate, on a force account basis, on the specified wage of the craft used.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Flagging $25,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work classed as "Extra Work" and funds are provided in contract authorization.

Work has started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$12,878,636.62	
Present estimate of project cost, including $25,000 for work under this order	$12,878,636.62	
Expected under-run over-run amount	$	
Expected under-run over-run per cent		

Submitted by: Maurice D. Payne
Maurice D. Payne
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Construction Office Engineer. 11-12

SP-22677-134

11-9-70

Form [illegible]

RECEIVED
OCT [illegible]
STATE OF
STATE HIGHWAY ENGINEER

I-205-7(14)299
7389

STATE COPY-11

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-14-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-28-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name	Gladstone Interchange - Oregon City Interchange	Date	~~October 13,~~ 1970
Highway	East Portland Freeway	Contract No.	7389
County	Clackamas	Prefix	603-1009
Contractor	Gordon H. Ball, Inc.	F. A. Project No.	I-205-7 (14) 299
Address	P.O. Box 151, Oregon City, Oregon 97045	Order No.	4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide temporary signing & Type II Barricade (lighted) for protection of traffic through Park Place Interchange & other locations as required during construction work.

Location by station numbers:

"L" 645 + 00 to 670 + 00 (Park Place Interchange) & throughout project.

Estimate of quantities and cost:

Materials	$7,000.00
Labor	2,000.00
Equipment	1,000.00
Total	$10,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is classified Extra Work because of the necessity to provide protection for the traveling public during the construction of the Park Place Structure over the existing Hwy.
Work has not begun 10-13-70. Rates as per AGC-State Agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,878,638.62
Present estimate of project cost, including $10,000.00 for work under this order	$2,878,638.62
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
Resident Engineer
Maurice D. Payne

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~ or Office Engineer
Construction
10-29-70

[illegible]-734

STATE COPY

Form A-163-[illegible]

G-1P

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-8-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Gladstone Intch-Oregon City Intch Date July 1 1970

Highway East Portland Freeway, ~~I-205~~ Contract No. 7389 F. A. Project No. I-205-7(14)299

County Clackamas Prefix 603-1009 Account No. 274-09

Description of Work To Be Done: Remove traffic signal at Arlington, 82nd Drive, and I-205 as set forth in Special Provisions, and adjust as necessary during life of project. Remove and haul to maintenance yard.

Location by Station Numbers: L^{S} 625 L^{S} 648

Estimate of Quantities and Costs: State Electrical Crew, equipment and transportation of materials to maintenance yard plus necessary interim adjustments $4,500.00

Explanation: Removal of existing traffic signals as set out in project authorization and Special Provisions plus necessary adjustments required to control traffic during project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $12,878,636.62
Present estimate of project cost, including $4,500.00 for work under this order $12,878,636.62
Expected under-run over-run (amount) $ 0
Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne
M. D. Payne
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended: Admin.
Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.

State Printing

RECEIVED
UTILITY UNIT
OCT 7 - 1970

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXXX

7389

September 30, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St., N. E.
Salem, Oregon 97301

Re: Power Line Adjustment
Portland General Electric Co.
Gladstone Interchange-Oregon
City Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7(14)299
Contract No. 7389

Gentlemen:

Attached are two (2) copies each of the following data pertaining to this project:

1. A letter to this office from our Mr. Jones dated September 18, 1970.
2. The Company's revised estimate of cost for the work to be performed dated September 17, 1970.
3. Appropriate sketches prepared by the Company showing the work to be done.

Your letter dated May 13, 1970, authorized us to proceed with the actual adjustment for Portland General Electric on this project effective May 13, 1970.

The changing of the State's share from 75% to 100% of the total cost, the required additional right of way and the need for taller poles, all as detailed in our Mr. Jones' letter dated September 18, 1970, was discussed with your Mr. Burghardt on August 3, 4, and 7, 1970, respectively.

Your approval of the additional work as reflected in the above listed estimate of costs is requested. We suggest the original authorization to proceed dated May 13, 1970, be amended to include the additional work evidenced above.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By:
(for) T. W. Litchfield
Railroad & Utility Engineer

PGP:djg
cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
OCT 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1970
FOR FILE

Form [illegible]121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7389

TO : Mr. R. L. Potter, State Highway Engineer
Salem, Oregon

DATE: September 23, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange - Oregon City Interchange Section
Consultant Agreement

Johnson
cy - Edw
9-25-70

The consultant agreement with the Pittsburgh Testing Laboratory for the shop inspection of the fabrication of the structural steel at the Kure, Japan plant of Ishikawajima-Harima Heavy Industries Company, Ltd. is approved as submitted with Mr. Merchant's September 16 letter.

cc:
OSHD (Bridge Dept)(Wright)

Orig & Merchant
9-25-70

NOTED
A. E. JOHNSON

RECEIVED
SEP 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9-17-70

FORM PR-1240
(REV. 9-67) 7389

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-207-7(14)299

STATE PROJECT NO. GLADSTONE INTERCHANGE - OREGON CITY INTERCHANGE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME CLACKAMAS

ITEM NO. 1-601

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

9-17-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED 4-23-70

DATE AUTHORIZATION EFFECTIVE 4-23-70

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 205

STATE ROUTE NUMBER STATE PRIMARY ROUTE 64

LIMITS OF AUTHORITY
OUR APRIL 23, 1970 AUTHORIZATION FOR THE SUBJECT PROJECT IS HEREBY AMENDED TO INCLUDE WORK BY THE SOUTHERN PACIFIC TRANSPORTATION COMPANY ON THE PARK PLACE OVERCROSSING EFFECTIVE APRIL 23, 1970 AND THE GLADSTONE GRADE CROSSING EFFECTIVE JUNE 24, 1970. THIS WORK IS ESTIMATED AT $43,150.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*)

WORK BY SOUTHERN PACIFIC RAILROAD	$43,150.00
PARK PLACE OVERCROSSING	$28,215
GLADSTONE GRADE CROSSING	24,935

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THIS AUTHORIZATION IS GRANTED IN RESPONSE TO THE REQUEST IN MR. LITCHFIELD'S SEPTEMBER 10, 1970 LETTER. THE RAILRAOD AGREEMENT INVOLVING THE PARK PLACE OVERCROSSING WAS APPROVED AS TO FORM ON DECEMBER 15, 1969 AND THE RAILROAD AGREEMENT INVOLVING THE GLADSTONE GRADE CROSSING WAS APPROVED JUNE 24, 1970.

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Young
copy to
Litchfield
9-24-70

NOTED
TOM EDWARDS

DATE 9-17-70

SIGNATURE OF APPROVING OFFICIAL

TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 2 1970
FOR FILING

I-205-7(14)277
7389

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

4t

Salem, Oregon
September 15, 1970

To: Files

SUBJECT: Agreement with Pittsburgh Testing Laboratory

8-18-70

MISC. CONTRACTS and AGREEMENTS No. 4045

We delivered a fully executed copy of an agreement with Pittsburgh Testing Laboratory for inspection of structural steel on Contract No. 7389 to the Bridge Section this afternoon.

Mr. Don Scott of Pittsburgh Testing Laboratory was in the Bridge Section and took their copy of this agreement. We also delivered eight xerox copies for the Bridge Section's use.

We have retained a fully executed copy for the Commission's files.

Floyd Query, Secretary

ses

RECEIVED
AUG 18 1970
FOR FILING

I-205-7(14) 7389
7389

August 12, 1970

Oregon State Highway Commission

Gentlemen:

Steel for the structures for the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County, Contract No. 7389, is being purchased by the contractor after fabrication by Ishikawajima-Harima Heavy Industries Co. Ltd. at Kure, Japan. Inspection of the material and fabrication practice is necessary at the plant site and in common with our present practice we propose to engage a consultant firm to do this work.

Pittsburgh Testing Laboratory has made an offer of inspection services for the unit price of $17.50 per ton with a guaranteed top total limit of $9,850. We consider this a reasonable offer. This firm is currently engaged by the Highway Division for the inspection of structural steel being fabricated for the East Fremont Interchange complex at other locations in Japan. It has personnel in Japan capable of doing the work.

We recommend your acceptance of this offer and request authority for the Secretary to sign an agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
V. E. Skoog
L. E. Young
L. W. Rulien

CAG:ag fn

RECEIVED
AUG 21 1970
FOR FILING

I-205-7(14)299
7389

Files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1970

RAILROAD COMPANIES
FILE No. 683

SUBJECT: R/W File 43902
PUX 764 SXF 527
~~Construction Agreement~~ Street Cr. Hwy Ease.
Southern Pacific Transportation Company
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find one copy of the subject ~~agreement.~~ ease.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
Enclosure

cc: F. B. Klaboe
F. D. Morgan
R. N. Bothman (w/agreement)
L. W. Rulien "
Maurice Payne "
R. N. Chase (3) "
V. E. Skoog "
E. F. Saling "
J. L. Sollis "
R. H. Rumbolz "

8-26-70
Noted in agreement book
Fran

NOTED
C. W. HEAD

-205-7(14)299

Form E-714—8M

1389

STATE COPY

APPROVED EFFECTIVE DATE 7-23-70
contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-1-70

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gladstone Interch. - Ore. City Interch.
Highway East Portland Freeway
County Clackamas
Contractor Gordon H. Ball, Inc.
Address P.O. Box 151, Oregon City, Ore.

Date July 24, 1970
U. S. BUREAU OF PUBLIC ROADS
Contract No. 7309
Prefix 603-1009
F. A. Project No. I-205-7(14)299
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Spray sanitary fill excavation areas with liquid concentrate & water deoderant Spray where earth coverage is not feasable during construction work.

Location by station numbers:

L 670+00 - L 690+00

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	$400.00
Equipment	$600.00
Material	$4,000.00
Total (Includes Contractors percentage allowance)	$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Sanitary fill is located within roadbed limits and requires excavation. Odors eminating from garbage require coverage to avoid pollution of air and resulting public complaints. Earth coverage of nearly vertical faces of excavation impractical. Rates as per AGC-State Agreement. Work began 7-23-70 as per prior approval by telephone from A. C. Harwood, Ass't. Division Engr.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,878,636.6
Present estimate of project cost, including $5,000.00 for work under this order $12,878,636.6
Expected under-run / over-run amount $
Expected under-run / over-run per cent

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
Approval Recommended: Division Engineer
Approval Recommended: Construction Engineer or Bridge Engineer
Approved Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Original to Morgan Const.
8/11/70

Form A-103—5M

STATE COPY

6-18

APPROVED EFFECTIVE DATE 6-18-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE 7-13-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Gladstone Int.-Oregon City Int. Section Date June 18 1970

Highway East Portland Freeway Contract No. 7389 F. A. Project No. I-205-7 (14) 299

County Clackamas Prefix 603-1009 Account No. 278-~~02~~ -06

Description of Work To Be Done: Provide temporary traffic line striping through construction areas as required to guide the travelling public.

Location by Station Numbers: Throughout Project.

Estimate of Quantities and Costs: Paint traffic lines $1,500.00

Explanation: Contractor not equipped to perform this work. Funds for this work provided in Contract Authorization.

INSTRUCTIONS Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.	Project authorization	$12,878,636.62	Space to right of this line is for use of Salem Office
	Present estimate of project cost, including $1,500.00 for work under this order	$12,878,636.62	
	Expected under-run over-run (amount)	$ 0	
	Expected under-run over-run (per cent)	0	

Submitted by: Maurice D. Payne
Resident Engineer
Maurice D. Payne

Approval Recommended:
Division Engineer

Approval Recommended:
for
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~ or Office Engineer.
Construction

State Printing

9H

RECEIVED
SEP 1 - 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14)299
7389

July 8, 1970

RAILROAD COMPANIES
FILE No. 683

Southern Pacific Transportation Company
1 Market Street
San Francisco, California 94105

ATTENTION: T. H. Kruttschnitt, Jr.

Re: Permit of Entry
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Contract No. 7389
Project No. 1-205-7 (14) 299
R/W File 43902
YOUR FILE: 911533/323

Gentlemen:

Herewith you will find the copy of the Permit of Entry submitted with your letter dated June 30, 1970, which authorizes the State to enter on Railroad property for construction of the above captioned project.

This document was approved by the Highway Commission at their meeting of July 7, 1970, and is being returned as requested in your letter dated June 30, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

TWL:ss
cc: Southern Pacific - Portland (w/copy of Permit of Entry)
Floyd Query (w/original Permit of Entry)
R. E. Simpson (w/copy-Permit of Entry)
F. B. Klaboe "
L. H. Young "
D. H. Moehring "
J. L. Sollis "
L. W. Rulien "
M. D. Payne "
R. H. Rumbolz "

NOTED
FLOYD QUERY

RECEIVED
JUL [illegible] 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-205-7(14)299

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

7389

July 6, 1970

City of Oregon City
P. O. Box 631
Oregon City, Oregon 97045

NOTED
A. E. JOHNSON

ATTENTION: John B. Donahue
City Engineer

Re: Fire Alarm Facility Adjustment
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299
Contract No. 7389

Gentlemen:

Reference is made to our letters to you dated May 20 and 29, 1970, and your letter dated May 28, 1970.

It has been determined that your original plan for relocating your fire alarm Circuit No. 1 is the most economical.

Therefore, the State will reimburse the City 4/7 of the total actual cost of relocating your facilities as detailed in your estimate dated April 29, 1970 and supplemented by your May 1, 1970 letter.

This estimated cost is 4/7 of $2551.85 or $1458.18.

NOTED
F. B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] BY
[illegible] LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

PGP:ss
cc: F. B. Klaboe
R. E. Simpson
V. E. Skoog
L. W. Rulien
M. D. Payne
R. H. Rumbolz

RECEIVED
JUL 9 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 - 1970
FOR FILING

I-205-7(1-1)277
7389

July 3, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 7 meeting a Permit of Entry from the Southern Pacific Transportation Company allowing the State to enter on seventeen parcels of Railroad property to construct the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County. Execution of this permit is necessary to allow the State and its contractor to enter on Railroad property before a settlement is reached with the Railroad as to the monetary consideration to be paid for the property taken.

The Railroad has been offered $23,800, which it has not yet accepted. The date this document is executed will establish the date interest is to be paid on any amount in excess of the offered $23,800.

I recommend your approval and request authority for the Secretary to sign the Permit of Entry for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. D. Morgan (Attn: L. W. Litchfield)
Jack L. Sollie
V. E. Skoog
L. H. Young
TWL:ss fn L. W. Rulien

RECEIVED
JUL 7 - 1970

FOR FILING

I-205-7(14)299
7389

July 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Contract 7389
Prefix 603-1009
FAP I-205-7(14)299

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 278, covering the temporary striping of traffic areas on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed price for striping. The estimated total cost of the work to be done under this order is $1,500 with Federal participation of $1,350. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Bureau of Public Roads Area Engineer on June 30, 1970.

Your approval of the order under PPM 21-6.2, as of June 30, 1970 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Enclosure
JK:kp

MC.

~~Form A-100-000~~

J-205-7(14)299 G-1P

7389

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Gladstone Intch-Oregon City Intch Date July 1 1970

Highway East Portland Freeway, ~~I-205~~ Contract No. 7389 F. A. Project No. I-205-7(14)299

County Clackamas Prefix 603-1009 Account No. 274-09

Description of Work To Be Done: Remove traffic signal at Arlington, 82nd Drive, and I-205 as set forth in Special Provisions, and adjust as necessary during life of project. Remove and haul to maintenance yard.

Location by Station Numbers: L^{s} 625 L^{s} 648

Estimate of Quantities and Costs: State Electrical Crew, equipment and transportation of materials to maintenance yard plus necessary interim adjustments $4,500.00

Explanation: Removal of existing traffic signals as set out in project authorization and Special Provisions plus necessary adjustments required to control traffic during project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $12,878,636.62

Present estimate of project cost, including $4,500.00 for work under this order $12,878,636.62

Expected under-run / over-run (amount) $0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Maurice D. Payne M. D. Payne Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Admin. Construction Engineer ~~or Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Office Engineer. Construction

State Printing

RECEIVED
JUL 2 - 1970

FOR FILING

I-205-7(14)-25
7389

July 1, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your July 7 meeting an agreement with the Southern Pacific Transportation Company providing for the construction of a grade crossing of its tracks near the Gladstone Interchange, which is being constructed as a portion of the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

This agreement provides for the installation of crossing gates at the new crossing which must be constructed to provide access from 82nd Drive to Edgewater Road. It also provides for the closure of two existing grade crossings presently serving the area.

The State is to bear all costs required by this agreement except that the Railroad is to bear 10 percent of the cost of the gates. The estimated total cost to the State for the work performed by the Railroad is $25,758.

The Railroad is to maintain the timber plank crossing, the crossing gates, and all other Railroad facilities upon completion of construction and the State is to maintain the highway surface, slopes and drainage under the highway at State expense. This is an Interstate project and we have BPR approval.

I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
L. H. Young
F. D. Morgan)
T. W. Litchfield)(
L. W. Rulien

TWL:ss mc

RECEIVED
JUN 26 1970
FOR FILING

Form [illegible] 1-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(14)299

DATE: June 24, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7389

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for

Klabo

SUBJECT: Oregon I-205-7(14)299
Gladstone Interchange-Oregon City Interchange
Railroad Agreement with SPRR

The proposed construction agreement between the Southern Pacific Transportation Company and the State that was transmitted with Mr. Litchfield's June 11 letter has been reviewed and is acceptable for use on the subject project.

6-25-70

[illegible]RED TO
Young
[illegible] Hwy. Engr
Litchfield

RECEIVED
JUN 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. R. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 22 1970

6-16-70

Form PR-240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

		FEDERAL AID PROJECT NO. I-205-7(14)299
		STATE PROJECT NO.
FROM: R. F. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME CLACKAMAS
	ITEM NO. 601	PROGRAM STAGE (Check) ☐ 1 ☒ 2

I 205-7(14)

738[illegible]

TO:

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE MAY 13, 1970	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 205
		STATE ROUTE NUMBER GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE

LIMITS OF AUTHORITY

OUR MAY 13, 1970 AUTHORIZATION FOR THE ADJUSTMENT OF THE CITY OF OREGON CITY'S FIRE ALARM FACILITY IS HEREBY EXTENDED TO INCLUDE THE 640 FT. OF LINE EXCLUDED IN THE ORIGINAL SUBMISSION. THE ESTIMATED ACTUAL COST IS ALSO INCREASED BY $212.10 TO A NEW TOTAL OF $1,458.20.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Young
6-22-70

RECEIVED
JUN [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DATE JUNE 16, 1970	SIGNATURE OF APPROVING OFFICIAL R. F. Simpson	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
AUG 6 - 1970
FOR FILING

I-205-7(14)-79

7389

Bid
May 14 1970

June 10, 1970

AGENDA
JUL 7 1970

3i

Gordon H. Ball, Inc.
232 South Second Avenue
Kent, Washington 98031

Gentlemen:

The State Highway Commission on May 20, 1970, accepted your proposal for grading, paving, structures, signing, signals and illumination on the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County for the sum of $11,228,777 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Bureau of Public Roads is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7389.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and on the Certification of Nondiscrimination in Employment sheet in the special provisions. Both copies should be returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 22, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
    Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
    F. D. Morgan
    I. D. Merchant
    D. J. Barbee
    William Geibel (SAIF)
    L. W. Rulien
    M. D. Payne

RECEIVED
JUN 10 1970

FOR FILING

I-205-7(14)299
7389

June 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 10, 1970, is requested in the award of contract for the Gladstone-Oregon City Section, Project No. I-205-7(14)299.

The contractor receiving the award is Gordon H. Ball, Inc., in the amount of $11,228,777.00, with Contract No. 7389 assigned. This bid was received on May 14, 1970, and awarded June 10, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

[illegible]

FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-2(14)299

7349

June 5, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Re: Revised Agreement
Adjustment of Fire Alarm Facilities
City of Oregon City
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County

Dear Sir:

Reference is made to our letter of May 11, 1970, which transmitted the City of Oregon City's estimate and sketch for the adjustment of their fire alarm facilities in conflict with the subject project and to your memorandum of May 19, 1970, which approved the agreement for the adjustment of these facilities and authorized the City to proceed with their adjustment.

The City's estimate had been amended to exclude 640 lin. ft. of their adjustment because it was our opinion that this portion was being done solely at the City's election and was not required to accommodate the State's construction.

Enclosed herewith you will find a letter from the City of Oregon City setting forth two (2) alternatives for completing the adjustment of their facilities southwesterly from the telephone manhole 130 feet southwesterly of 16th Street. Attachment "A" to their letter is the estimate of cost for the underground duct routing, as originally submitted, of the 640 feet excluded by the State in our original submission. Attachment "B" is the alternate estimate of cost to install underground to the pole at the southeast corner of 16th Street.

It is now apparent that the City, in including the 640-foot adjustment of their facilities, southwesterly from PNB's manhole, was making the most economical adjustment of their facilities in conflict with the subject project. We therefore request your approval of a revised agreement with the City and authorize the State to reimburse 4/7 of the total original cost, which is estimated to be $1458.20. A copy of the original estimate with revisions is attached for your information.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
for Railroad & Utility Engineer

JMC:ss
Enclosure
cc: ~~F. B. Klaboe~~
V. L. Gallagher (2)

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1970

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 1, 1970

Portland General Electric Company
707 Main Street
Oregon City, Oregon 97027

ATTENTION: Neil Newhouse

Re: Power Line Relocation
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 1, 1970, and corrected by this office, have been approved by the State and the Bureau of Public Roads (corrected estimate attached). This adjustment of your facilities eliminates the conflict of our construction with your power poles No. 7242, 7243, 7244 and 634. Poles No. 7242, 7243 and 7244 are presently located on old Portland Traction Company right of way under easement and Pole No. 634 is located on City street right of way. Reimbursement can be made only for the adjustment of those facilities which are located on private property. The State's approval, therefore, is being made for 3/4 or 75% of the actual cost of adjusting the facilities as shown on your plan. You are hereby authorized to proceed with the work as of June 1, 1970.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to June 1, 1970 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion datesof the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/atach.)
V. E. Skoog "
L. W. Rulien (w/atach.) (2)
M. D. Payne "
G. N. Hopkins "
R. H. Rumbolz "

NOTED
F. B. KLABOE

L. W. Rulien: - Note: Please have a State Force Order prepared and Submitted for this work. Return one copy of estimate and sketch with SFO.

RECEIVED
MAY 28 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14) 299
[illegible]

May 20, 1970

City of Oregon City
P. O. Box 631
City Hall
Oregon City, Oregon 97045

Re: Fire Alarm Facility Adjustment
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of April 27, 1970 and May 1, 1970, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 20, 1970.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 20, 1970, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
for Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/atach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
M. D. Payne "
G. N. Hopkins "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 21
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 20 1970

OREGON STATE
HIGHWAY DIVISION

I-205-7(14)299

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7389

May 19, 1970

Park Place Water District
3330 N. E. Apperson Blvd.
Oregon City, Oregon 97045

ATTENTION: Carl Hass, Supt.

Re: Water Line Relocation
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299

Gentlemen:

Your corrected estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 27, 1970, have been approved by the State and the Bureau of Public Roads. Your estimate was corrected to exclude Project #2 which was found to be on public road right of way under OSHD Permit #5206. A copy of the corrected estimate is enclosed for your information. You are hereby authorized to proceed with the work as of May 19, 1970.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 19, 1970, in the amount of $1549.07, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

F. B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Cartwright
for T. W. Litchfield
Utilities Liaison Engineer

RECEI
MAY 20
OFFICE
STATE HIGHWAY

JMC:ss

Enclosure

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
M. D. Payne "
G. N. Hopkins " R. H. Rumbolz (w/attachment)

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work Return one copy of Est. and sketch with State Force Order.

MAY 20 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14) 299

1389

May 19, 1970

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

Re: Gas Line Relocation
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299

ATTENTION: J. J. Collins

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 27, 1970, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 19, 1970.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 19, 1970, in the amount of $4,904.37, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

NOTED
F. B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By:

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: F. B. Klaboe
~~R. E. Simpson~~
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
M. D. Payne "
G. N. Hopkins "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of est. and sketch with SFO.

RECEIVED
MAY 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 20 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14)

7389

May 19, 1970

City of Gladstone
City Hall
Gladstone, Oregon 97027

ATTENTION: Mr. Leonard A. Strobel

Re: Water & Sewer Line Relocation
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299

Gentlemen:

Your estimates and sketch maps for the adjustment of your facilities on this project, as submitted with your letters of March 19 and April 24, 1970, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 19, 1970.

Please contact Mr. M. D. Payne, Resident Engineer, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267 at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to May 19, 1970, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

for T. W. Litchfield
Utilities Liaison Engineer

F. B. KLABOE

JMC:ss

cc: F. B. Klaboe
R. E. Simpson
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
L. W. Rulien (w/attach.) (2)
M. D. Payne "
G. N. Hopkins "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO.

RECEIVED
MAY 20 1970
ICE OF
ENGINEER

FORM FR-1240
(REV. 3-67)

MAY 20 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-19-70

FEDERAL AID PROJECT
1-205-7(14)299

~~STATE PROJECT NO.~~

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

COUNTY NAME
CLACKAMAS

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:

I-205-7(14)299
7389

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED APRIL 23, 1970	DATE AUTHORIZATION EFFECTIVE MAY 13, 1970	FEDERAL ROUTE NUMBER I-205
		STATE ROUTE NUMBER GLADSTONE INTERCHANGE - OREGON CITY INTCH.

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MARCH 26, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS OF THE OREGON CITY FIRE ALARM FACILITY EFFECTIVE MAY 13, 1970. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $1,246.10 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTBORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE CITY OF OREGON CITY CONSISTING OF YOUR DECEMBER 14, 1965 STATE-CITY AGREEMENT, THE MAY 1, 1970 CITY OF OREGON CITY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD"S MAY 11, 1970 LETTER.

THE CITY'S RIGHTS AS DESCRIBED IN THE DECEMBER 14, 1969 STATE-CITY AGREEMENT IS ACKNOWLBDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

5-20-70
Young

RECEIVED
MAY 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DATE MAY 19, 1970	SIGNATURE OF APPROVING OFFICIAL	TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 1970

FOR FILING

OREGON STATE
HIGHWAY DIVISION

STATE OF OREGON 1859

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
F. B. KLABOE

I-205-7(14) 279

7389

May 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Certification as to Property Rights
City of Oregon City
Portland General Electric Company
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County

Gentlemen:

Reference is made to our letter to you dated May 11, 1970, which transmitted the City of Oregon City's estimate and sketch for the relocation of their Fire Alarm facilities and to our letter to you dated May 8, 1970, which transmitted Portland General Electric Company's estimate and sketch for the relocation of power facilities.

Enclosed herewith you will find certifications, prepared by R. H. Rumbolz, as to the City of Oregon City's and PGE's rights in the property occupied by their facilities. This completes the documentation required for utility relocation agreements with these utilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Julius Cartwright

for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
MAY 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1970
FOR FILE

FORM [illegible]
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-70

FEDERAL AID PROJECT NO.	1-205-7(14)299
STATE PROJECT NO.	
PROGRAM NO.	
ITEM NO.	
COUNTY NAME	CLACKAMAS
PROGRAM STAGE (Check)	☐ 1 ☒ 2 (XX)

FROM:
R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

I-205-7(14)299
7387

TO:

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 5-19-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 23, 1970	MAY 13, 1970	I-205
		STATE ROUTE NUMBER
		GLADSTONE - OREGON CITY INTERCHANGES

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MARCH 26, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF GLADSTONE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $9,690.85 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* UTILITY ADJUSTMENT
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE CITY OF GLADSTONE CONSISTING OF YOUR DECEMBER 11, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE CITY OF GLADSTONE'S MARCH 19, 1970 AND APRIL 24, 1970 LETTERS AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MAY 6, 1970 LETTER.

RECEIPT OF MR. RICHARD H. RUMBOLZ'S APRIL 29, 1970 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

RECEIVED
MAY 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
MAY 13, 1970		FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 20 1970
FOR FILING

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-70

FEDERAL AID PROJECT NO.: I-205-7(14)299

STATE PROJECT NO.:

COUNTY NAME: CLACKAMAS

PROGRAM NO.:

ITEM NO.:

PROGRAM STAGE (Check): ☐ 1 [XXX] 2

FROM:
I-205 7 (14) 299
MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

TO: 7389

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

5-19-70
Young

DATE PS&E APPROVED APRIL 23, 1970	DATE AUTHORIZATION EFFECTIVE MAY 13, 1970	FEDERAL ROUTE NUMBER I-205
		STATE ROUTE NUMBER OREGON CITY - GLADSTONE INTERCHANGES

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MARCH 26, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PARK PLACE WATER DISTRICT TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $1,549.07 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENTS

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH PARK PLACE WATER DISTRICT CONSISTING OF YOUR UTILITY & RAILROAD ATTORNEY'S JANUARY 20, 1970 LETTER AND THE PARK PLACE WATER DISTRICT'S APRIL 27, 1970 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MAY 6, 1970 LETTER.

RECEIPT OF MR. RICHARD H. RUMBOLZ'S APRIL 29, 1970 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT HAS BEEN APPROVED BY THIS OFFICE.

RECEIVED
MAY 19 1970

DATE MAY 13, 1970	SIGNATURE OF APPROVING OFFICIAL	TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 20 1970

FOR FILE

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

~~I-205-7(14)299~~ 5-13-70

FROM: 7388 R. E. SIMPSON DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. I-205-7(14)299
		STATE PROJECT NO.
		COUNTY NAME CLACKAMAS
	ITEM NO.	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

5-19-70
Young

RECEIVED
MAY 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED APRIL 23, 1970	DATE AUTHORIZATION EFFECTIVE MAY 13, 1970	FEDERAL ROUTE NUMBER I-205
		STATE ROUTE NUMBER GLADSTONE - OREGON CITY INTERCHANGES

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MARCH 26, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR NORTHWEST NATURAL GAS COMPANY TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $4,904.37 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) UTILITY ADJUSTMENTS

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH NORTHWEST NATURAL GAS COMPANY CONSISTING OF YOUR UTILITIES AND RAILROAD ATTORNEY'S JANUARY 19, 1970 LETTER, THE NORTHWEST NATURAL GAS COMPANY'S APRIL 27, 1970 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MAY 8, 1970 LETTER.

RECEIPT OF MR. RICHARD H. RUMBOLZ'S MAY 5, 1970 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT HAS BEEN APPROVED BY THIS OFFICE.

DATE MAY 13, 1970	SIGNATURE OF APPROVING OFFICIAL	TITLE for R. E. SIMPSON

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 22 1970

FORM PR-1240
REV.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FIL[illegible]

5-13-70

ERAL AID PROJECT NO. 1-205-7(14)299

STATE PROJECT NO.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: I-205-7(14)299
7589

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 23, 1970	MAY 13, 1970	1-205
		STATE ROUTE NUMBER
		GLADSTONE – OREGON CITY INTERCHANGES

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED MARCH 26, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $12,357.59 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 39-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF YOUR UTILITIES & RAILROAD ATTORNEY'S DECEMBER 10, 1969 LETTER AND THE PORTLAND GENERAL ELECTRIC COMPANY'S MAY 1, 1970 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S MAY 8, 1970 LETTER.

RECEIPT OF MR. RICHARD H. RUMBOLZ'S MAY 8, 1970 AFFIDAVIT OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. PERMITS COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

RECEIVED
MAY 21

Young
5-22-70

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
MAY 13, 1970		Acting DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

MAY 19 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14)
7389

May 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

NOTED
F.B. KLABOE

RE: Adjustment of Fire Alarm Facilities
City of Oregon City
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway - I-205
Clackamas County

Dear Sir:

Enclosed herewith you will find two (2) copies each of an estimate and sketches for the adjustment of the fire alarm facilities in conflict with the subject project dated April 29, 1970.

Fire alarm facilities were not included in the letter from our Staff Attorney to the City dated October 28, 1969. They are contacted on seven (7) Portland General Electric Company power poles which were listed as in conflict in our letter to Portland General Electric dated December 10, 1969. Four (4) of the contacted poles are located on city street and three (3) on the old Portland Traction Company right of way not under easement (Poles are shown circled in red on sketch). Therefore, the City is entitled to reimbursement for 4/7 or 57.14 percent of the cost to adjust their facilities. The State's obligation to reimburse the City is established in Para 10, THINGS TO BE DONE BY STATE of the State-City Agreement dated December 14, 1965.

The City's estimate has been prepared to cover 4,400 feet of relocated F.A. facilities. That portion, 640 feet, southwesterly from Pacific Northwest Bell's manhole, located 130 feet southwest of 16th Street, on Main Street is not required to accommodate highway construction. Therefore, only 3,760/4,400 of the estimated cost to adjust, $2,180.67, is due to highway construction (see estimate).

The proposed adjustment involves less than one (1) mile of existing facility. Therefore, the State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4.

There will be no betterment derived from the proposed adjustment of the City's fire alarm facilities.

Appropriate permits to cover the relocated fire alarm facilities are being prepared and will be submitted for your approval at an early date.

Your approval of the proposed agreement, which will be completed by our letter authorizing the City to proceed, and your authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
Attachments
cc: F. B. Klaboe✓
V. L. Gallagher (2)

RECEIVED
MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 13 1970

Form FHWA-121 X(12-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(14)299

7329

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 8, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange-Oregon City Interchange Section
Southern Pacific Transportation Company
Permit of Entry

Klaboe

The Southern Pacific Transportation Company's April 30 permit of entry for the subject project transmitted with Mr. Litchfield's May 5 letter has been reviewed and found to be generally acceptable subject to the following conditions:

1. The last sentence of Paragraph No. 2 on Page 2 which refers to deferring commencement of any work until the construction - maintenance agreements between Railroad and State have been fully executed must be deleted. It is our understanding that the Railroad has given verbal approval for the deletion of this sentence.

2. Federal participation in the interest payments described in Paragraph 4 on Page 2 must be in accordance with the limitations described in Paragraphs 3e through 3i of PPM 80-4 dated April 17, 1967.

3. It is understood that the State shall investigate and satisfy all requirements for any lesse's as described in Paragraph No. 5.

5-12-70

ED TO
Young
ENGR.

Litchfield

NOTED
F.B. KLABOE

RECEIVED
MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 30 1970

DEPARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: I-205-7(14)299

SECTION: GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE

WORK : GRADE, PAVE, STRUCTURES SIGNING, SIGNALS, ILLUM.

COUNTY : CLACKAMAS

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-205-7(14)299 4/28-70

FROM: MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

7389

DATE PS&E APPROVED: APRIL 23, 1970

DATE AUTHORIZED: APRIL 23, 1970

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

☒ CONSTRUCTION – ADVERTISE FOR BIDS.

☒ CONTRACTOR'S FLAGGING $25,000

○ STAGE ______ RIGHT OF WAY

○ UTILITY ADJUSTMENT

☒ OTHER (SPECIFY) RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $10,000 AS SHOWN ON YOUR ESTIMATE.

REMARKS AND LIMITS OF AUTHORITY:

MR. YOUNG'S APRIL 20, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

THE 1970 EDITION OF "OREGON'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" IS APPROVED FOR USE ON THIS PROJECT.

OUR AUTHORIZATION IS CONDITIONED ON THE FOLLOWING:

YOUR OBTAINING PERMIT OF ENTRY FROM THE SOUTHERN PACIFIC RAILROAD COMPANY FOR THE CONSTRUCTION OF THE PARK PLACE RR OVERCROSSING AND THE 82ND PLACE GRADE CROSSING PRIOR TO OPENING OF BIDS.

YOUR OBTAINING SATISFACTORY AGREEMENTS FOR THE ADJUSTMENT OF ALL UTILITIES WITHIN THIS PROJECT PRIOR TO THE OPENING OF BIDS.

YOUR OBTAINING RIGHT TO ENTER AND USE ALL RIGHT OF WAY EXCEPT FOR PARCEL FILE NUMBER 40826, PREVIOUSLY EXCLUDED, PRIOR TO YOUR REQUEST FOR CONCURRANCE IN AWARD OF THE CONTRACT.

A SIGNED COPY OF THE PLAN TITLE SHEET IS RETURNED HEREWITH.

F. B. [illegible]

Young
w/enc.
4-30-70

RECEIVED
APR 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-28-70	R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 27 1970

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14)299
[illegible]

April 23, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Construction Plans
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
Project No. I-205-7 (14) 299
YOUR FILE: GMO 70750
O-O-68-24

Gentlemen:

Herewith you will find for your review and approval two (2) sets of construction plans and special provisions for the above captioned project. Bids are to be opened on May 14, 1970.

Our Resident Engineer for this project will be Mr. M. D. Payne, P. O. Box 02157, Portland, Oregon 97202, Phone: 654-7741, Ext. 267. The Field Utilities Liaison Engineer is Mr. R. H. Rumbolz, of the same address, Phone: 654-7741, Ext. 262.

In accordance with our recent discussions we understand that a permit of entry for right of way file 43902 and the grade crossing agreement covering the connection from Edgewater Road to 82nd Drive will be received from you in the immediate future.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: R. E. Simpson
F. B. Klaboe
L. H. Young
D. J. Barbee
D. H. Moehring
L. W. Rulien
L. C. Grothaus
M. D. Payne
R. H. Rumbolz
Enclosure

cc: Southern Pacific - San Francisco (w/enclosures)

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-205-7(14)299

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 21, 1970

In reply refer to: 08-35-EC

TO : 7382 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Close

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange-Oregon City Interchange
Contractor's Access to Right of Way

The information furnished in Mr. Young's April 9, 1970 letter on the above subject has been reviewed and it has been determined as provided for in Paragraph 10f of PPM 21-6.3 to be in the public interest to proceed with this project although all the right of way will not be available to the contractor at the time of award of contract. One parcel, File No. 40826, located on the A&B lines will not be available until June 12, 1970.

This determination is subject to your submitting the proper certificate requested under Paragraph 16b of IM 80-1-68.

4-23-70

REFERRED TO
Young
By State Hwy. Engr.

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1970

FOR FILING

I-205-7(14)277
7377

April 20, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Complete PS&E documents for the Gladstone Int.-Oregon City Int. Section have been submitted to your department and accordingly we are requesting your authorization to advertise for bids to be received May 14, 1970.

Compliance with paragraph 16 of PPM 21-4.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-66 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-68, the Fish and Game Commissions have approved the data and did not recommend that any special measures should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RECEIVED
APR 27 1970

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97301

DATE: April 20, 1970

In reply refer to: 08-35-DA

I-205-7(14)299

7389

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(14)299
Gladstone-Oregon City Section
East Portland Freeway

The proposal for stipulating the West Linn Slide as a mandatory borrow source for the subject project was presented officially by Mr. Klaboe's letter dated April 9, 1970. Based on the information presented in that letter, and on the previous discussions along this line, I find this proposal to be in the best interest of the Public. Your proposal is hereby approved as requested.

4-27-70

REFERRED TO
Barker - Young
BY ASST. STATE HWY. ENGR.
Morgan

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. D. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 23 1970
FOR FILING
I-205-7(14)299
7389

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 16, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM For R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon Project I-205-7(14)
Gladstone Interchange-Oregon City Interchange

I have reviewed the comments in your letter of March 26 regarding I-205 signing. To be consistent with Interstate signing policies the major destination "Seattle" is warranted at the Oregon City Interchange.

I also recommend a comprehensive signing plan be developed for the entire I-205 system from the Willamette River north using sequential signing.

copy - Merchant
4-23-70

NOTED
TOM EDWARDS

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 16 1970
FOR FILING
I-205-7(14)299
7382

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 14, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(14)299
Gladstone Interchange - Oregon City Interchange
Credit for Salvage of Light Poles and Luminaires

The plan, described in Mr. Young's March 31, 1970 letter to credit the subject project with $3,415.00 salvage value for the six poles with bracket arms and five luminaries that are to be removed and stockpiled from the "D" ramp of the Oregon City Interchange is approved. These were originally installed under Project I-205-7(10)298 and it would be appropriate to utilize them again under some future project provided the charge does not exceed the salvage value listed above.

4-16-70

REFERRED TO
Young
[illegible] HWY. ENGR

RECEIVED
APR 16 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 10 1970
FOR FILING

I-205-7(44)299
7387

April 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Gladstone Interchange-Oregon City Interchange
I-205, (East Portland Freeway)

This section of the East Portland Freeway will require an estimated 2,500,000 cubic yards of borrow materials to construct the roadway embankments and interchange complexes. This section is in an urban area where prospective borrow areas within economical hauling distance are not readily available for acquisition by the contractor. The quantity of material required taken from any available source in the area would leave the borrow site as an environmental problem unless the excavation could be made part of a planned improvement.

A planned improvement can be made with this amount of borrow in removing a major slide that has developed during construction of the West Linn-Tualatin River Section of this freeway. This section will connect with the southerly end of the Gladstone Interchange-Oregon City Interchange Section when the West Linn Bridge over the Willamette River is completed about June 1, 1970.

Removal of the estimated 2,500,000 cubic yards of material from the slide area as borrow for this project will provide the desired safety factor to remove any future hazard that could result from the slide area. In addition to correction of the slide, an economic benefit for this project will result by an estimated savings of $628,000 ($.25 per cubic yard) for the slide material in place on the project over the cost of borrow from other known sources that could be available to the contractor. These are an existing rock quarry site and the possibility of barging from some unknown source. The slide material has a high content of broken rock and will be ideal for embankment construction.

Mr. R. E. Simpson
Page two
April 9, 1970

The borrow area will be left in a condition suitable for planting cover material to reduce the impact on the environment of the area.

For the reasons stated in this letter, we ask that you grant our request that this slide area be designated as a mandatory source for borrow on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. D. Morgan
L. W. Rulien

FLH:bdr srb

RECEIVED
APR 10 1970
FOR FILING

I-205-7(14)299
7389

April 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Gladstone Int.-Oregon City Int.
Oregon Proj. No. I-205-7(14)299

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

We are sending two copies of plan sheet 2K-1 which shows, outlined in red, the right-of-way file that is involved in the right-of-way delay on this project. This plan sheet will be a part of the contract plans, and the contract specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3, that the area, as shown, will not be available for the contractor's use until after June 12, 1970 on right-of-way file No. 40826.

The right-of-way file involved is on the edge of the right of way and only restricts work on the "B" Line interchange leg for 23 workdays. The contractor will have sufficient places to work other than this area in this short period of time so that he will not be delayed in the completion of the project, nor will the restriction increase the cost of the project.

The Highway Commission has selected this Interstate Fund Project as the principal contract to be advertised on April 23, 1970 for bids to be received on May 14, 1970, as its design is complete and the right of way is all purchased; therefore, economically it is in the public interest not to delay the award because of the required 90-day notification to property owners. With the completion of this project, and the three other projects soon to be completed on I-205, we will have a usable easterly bypass of the Portland Urban Area; therefore, delays should be avoided if at all possible.

If further information is needed please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

DAR:bb

cc: F. B. Klaboe
D. J. Barbee
D. H. Moehring
C. G. Swenson
R. N. Chase

RECEIVED
APR 2 - 1970
FOR FILING

FORM 5-30 (12-67)

I-205-7(14)277
7382

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1970

Park Place O-Xing

SUBJECT: Consideration for R/W File 43902-SPTC
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

Herewith you will find a letter from the Southern Pacific Transportation Company dated March 30, 1970 in which they request a breakdown of our value placed on the above captioned file.

It appears that the negotiations concerning this property now more logically should be handled by your office rather than this office and therefore I am turning this matter back to you to handle to conclusion.

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of SPTC letter)
D. J. Barbee "
L. W. Rulien "
L. C. Grothaus "
R. H. Rumbolz "

RECEIVED
MAR 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

March 30, 1970

GMO 70750
0-0-68-24

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter March 20, regarding construction agreement, Park Place Overcrossing of Gladstone Interchange - Oregon City Interchange Section of East Portland Freeway, I-205, and to your letter March 19.

We appreciate the offer you made in the amount of $23,800 as consideration for the 17 parcels of property involved in this transaction. In order that we may give proper consideration to your offer, request that you furnish a breakdown of the value placed on each parcel.

Yours truly,

AWKilborn

Copy to DH Moehring
F.B. Klaboe
D.J. Barker
L.W. Rulien
L.C. Guthaus
R.N. Rumholz

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
MAR 31 1970
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
APR 1 - 1970

FOR FILING

I-205-7(14)299
7327

March 31, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Gladstone Intchge. -Oregon City
Interchange Section
Project I-205-7 (14) 299
East Portland Freeway
Clackamas County

Dear Sir:

We hereby request your concurrence in/and approval of a salvage credit of $3,415 to the subject project for six poles with bracket arms and five luminaires, which were installed under Project I-205-7 (10) 296 on the "D" ramp of the Oregon City Interchange and are now to be salvaged and stockpiled under the subject project.

The ultimate illumination plan has been revised to use tower lighting in place of conventional pole mounted luminaires for the reasons setforth in Mr. L. L. Wallace"s enclosed Memo of March 27, 1970. This plan change has eliminated six of the poles and five of the luminaires now installed on ramp "D". The basis on which the salvage credit of $3,415 for the poles and luminaires is setforth in the above mentioned Memo.

It is our opinion, based on the information contained in Mr. Wallace's Memo, the tower lighting is not an upgrading of the originally planned pole lighting but merely replacing the type of lighting with another which provides the same illumination at lesser cost of construction as well as the reduction of the potential hazard created by the numerous roadside light poles.

Mr. R. E. Simpson
March 31, 1970
Page 2

We anticipate using the salvaged poles and luminaires as lighting facilities in a future project on I-205 and therefore request your approval to utilize same as State furnished materials and charge such project as a participating cost, the $3,415 which will be a participating credit to the subject project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Enclosures

RNC:sw

cc: F. B. Klaboe
T. Edwards
D. J. Barbee
R. N. Chase

I-205-7(14)299

FORM 8-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1970

SUBJECT: Gladstone Intchg.-Oregon City
Intchg. Section
East Portland Freeway
Clackamas County
Illumination

To: D. J. Barbee
Design Engineer

BUILDING

Attention: Dick Chase

Routing
A. Olson
L. Olson

RECEIVED
MAR 27 1970
DESIGN DIVISION

It has been determined, due to several factors indicated below, to revise the illumination plan of the Oregon City Interchange and illuminate it with tower lighting instead of conventional luminaires mounted on 50-foot poles.

The tower lighting proposal has several advantages over the 50-foot pole mounted luminaire plan. First the initial installation cost is less for the towers, being $60,000 as opposed to $63,100 for the 50-foot pole mounted luminaires. The maintenance cost for the towers is also anticipated to be considerable less. Secondly, the tower illumination will allow the driver much better overall vision of the interchange area and will enable him to see any hazards or potential hazards much easier and sooner than he would be able to see with the conventional system. Third, the increased safety due to the elimination of numerous roadside poles is considerable.

Based on the above we will upon completing the tower lighting and having it energized, remove those poles and luminaires presently installed on the "D" ramp of the Oregon City Interchange. Of these poles to be removed, one pole, one arm and two luminaires will be reinstalled at another location within the interchange.

Salvage credit for those poles, arms and luminaires not being utilized are as follows:

Five poles, bracket arms, luminaires	@ $600	=	$3,000
One pole and bracket arm	@ $415	=	$ 415
TOTAL (Materials Only)			$3,415

SP*52675-734

D. J. Barbee
  Attn: Dick Chase
March 27, 1970
Page #2

It is anticipated to utilize the above removed poles in a future project on this interstate freeway and at that time ask for the Bureau of Public Roads' participation in the amount specified above.

Attached find one copy of the estimate used in arriving at the figures quoted for the tower and pole lighted plans.

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

DOC:jf
cc: L. E. George
    L. W. Rulien
    D. O. Christensen

COST ESTIMATE

OREGON CITY INTERCHANGE
Gladstone-Oregon City Interchange Section
E. Portland Freeway

Tower Lighting:

7 - 100-foot Towers	@	$6,500	$45,500
2 - 50-foot M.H.	@	1,800	3,600
5 - Underdeck 250 w.	@	500	2,500
2 - 400 watt 30' M.H.	@	1,500	3,000
7 - Removal of existing	@	500	3,500
1 - 2 luminaires + 1 pole reinstall.	@	1,900	1,900
		TOTAL	$60,000

50-foot M.H. 700 watt Standard Lighting:

32 - 50-foot M.H. Units	@	$1,800	$57,600
5 - Underdeck 250 W.	@	500	2,500
2 - 400 Watt 30' M.H.	@	1,500	3,000
		TOTAL	$63,100

RECEIVED
APR 2 1970
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-205-7(14)299

7-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 30, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabos

SUBJECT: Oregon I-205-7(14)
Gladstone Interchange-Oregon City Interchange
Temporary Median Barrier

I agree the installation of temporary standard metal median barrier will be required between Stations 668+00 and 696+52, also between Stations 698+86 and 707+83 due to settlement.

4-1-70

REFERRED TO
Young
[illegible] Hwy. Engr

RECEIVED
APR 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBERS 4-2 AND 4-3

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-26-70

BY (Signature): MR. YOUNG'S MARCH 11, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 601 THRU 602

3-26-70

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
601	I-205-7(14)299	2.02	11,500,000	10,600,000	I-205 OREGON CITY N'LY 2.02 MILES (GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE)	GRADE-DRAIN-HIGH TYPE PAVEMENT- 6 BRIDGES-ILLUMINATION TRAFFIC SIGNALS AND R.R. SIGNALS.
602	I-80N-6(44)263	0.00	605,000	558,000	I-80N 2 MILES S.E. OF LAGRANDE (LAGRANDE SECTION-MCALISTER LANE)	1 UNDERCROSSING STRUCTURE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR UTILITIES AND RAILROAD ADJUSTMENT ON ITEM 601, OREGON PROJECT I-205-7(14)299.

I-205-7(14)299
7387

RECEIVED
MAR 31 1970
FOR ENG

Young
3-31-70

RECEIVED
MAR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		MARCH 26, 1970	R. D. Simpson R. D. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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MAR 27 1970
FOR FILING

I-205-7(14)-09
7389

March 26, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97301

8244

Dear Mr. Simpson:

Re: 08-35-DA
Gladstone Interchange-
Oregon City Interchange
I-205

We have reviewed the comments in your letter of March 9 regarding signing on the subject project. Our comments, in the same order as the items appear in your letter, are as follows:

Park Place Interchange

1. a. We concur in the use of a bar to separate the "I-205 South" designation from the "Gladstone" designation. By a slight adjustment of the shield position we were able to do this without any increase in the sign height.

1. b. & c. We concur that there is a duplication of signs and will remove the shields as per your recommendation.

1. d. We concur.

2. We will correct the arrow to indicate straight ahead for West 212 and South 213.

3. We concur.

Oregon City Interchange

1. We do not believe that the three destinations referred to in your letter as minor should be replaced by

signing "The Dalles" and "Seattle". We will not be changing our plans unless you take further exception to them.

2. Same as 1. above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LLW:jf mc

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan D. Merchant

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 9, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Holach

SUBJECT: Gladstone Interchange - Oregon City Interchange Section
I-205-7(14)
Signing

Edwards

As requested in your March 3 letter, a review of the signing for the Gladstone Interchange - Oregon City Interchange section was made. A copy of your drawings with our comments is attached.

Park Place Interchange:

1. Signs located on the sign bridge at "E" 663+95.

a. Recommend use of a bar to separate the "I-205 South" designation from the "Gladstone" designation. Also consider modest sign height increase to accommodate the bar without decrease in message size. The adjacent sign could also be heightened to provide better spacing between messages.

Use bar w/ slight adjustment of shield position

b. The West 212 and South 213 route markers are located both on the sign bridge support and in the face of the "Oregon City" "Redland" sign. Recommend this duplication be eliminated by removal of the shields from the "Oregon City" "Redland" sign.

OK off

c. The East 212 and North 213 route markers are located both on the sign bridge support and in the face of the "I-205 North" "Portland" sign. Recommend this duplication be eliminated by removal of the shields from the "I-205 North" "Portland" sign.

OK off

d. Add the cardinal directions to the 212 and 213 route markers for East and North bound.

OK

2. Sign at "E" 652+80 should have the arrow corrected to indicate straight ahead for West 212 and South 213.

OK

NO 3. Add I-205 trail blazer to sign at station "E" 668+18

Len Wallace Pls discuss

-MORE-

RECEIVED
MAR 16 1970
BRIDGE DIVISION

RECEIVED
MAR
BRIDGE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon City Interchange

1. For the sign located near 14th Street on 99E eliminate the three minor destinations and add "The Dalles" and "Seattle" for consistency with Interstate signing. No

2. The cantilever sign sta. "B" 714+00 should be changed to read "The Dalles" and "Seattle" to fit into the overall scheme for the Interstate signing. No

RECEIVED
MAR 1 [illegible]
F
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1970
FOR FILING

c F. B. Klaboe

I-205-7(14)299
7389

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
March 24, 1970

F. B. KLABOE

To: Mr. D. J. Barbee
Design Engineer

BUILDING

SUBJECT: 42946-Frey
42431-Reddaway
40826-Hellhake
Gladstone Interchange-
Oregon City Interchange
Section
East Portland Freeway
Multnomah County

Due to the ninety-day provisions of the 1968 Highway Act, the subject properties will not be available to the contractor prior to June 12, 1970.

It is anticipated that files 42946 and 42431 will be settled as soon as the owner's attorney recovers from an illness. In case of settlement, the attorney has volunteered a possession date of May 1, 1970.

Although the files were condemned in time, the files were overlooked when possession dates became critical as the association between the two right of way project names and the name of the construction project was not apparent to the clerical employees.

We are reexamining our procedures to insure that this type of error will not be repeated.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc R. L. Porter
F. B. Klaboe
L. H. Young
L. C. Grothaus
W. H. Haskin
Frank Lowe

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MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 - 1970
FOR FILING

I-205-7(14)299
7389

Salem, Oregon
March 19, 1970

Agenda Item 4q
March 17 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Mr. Ted Litchfield
Utilities Liaison Engineer

L.L.
MISC. CONTRACTS AND
AGREEMENTS No. 683

Attached are two copies of an agreement with Southern Pacific Transportation Company providing for construction of the overcrossing of its tracks on the Park Place Interchange of the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

Please have the Railroad sign and date this agreement. When a fully executed copy is obtained, please return it for the Commission's files. We have a xerox copy in the meantime.

Floyd Query, Secretary

fkn
Attachments

RECEIVED
MAR 20 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(4)-77

March 19, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Park Place Int

RR: Consideration for Right of Way
File No. 43902
Gladstone Interchange-Oregon
City Interchange Section
East Portland Freeway
Clackamas County
YOUR FILE: GMO 70750
0-0-68-24

Gentlemen:

Please refer to the material transmitted to you with our letters of January 14 and January 20, 1970 concerning the above-captioned file.

Our appraisals are now completed and we are prepared to offer you $23,800 as consideration for the parcels of property included in R/W File No. 43902.

If this is acceptable, please proceed with the preparation of the appropriate documents.

Bids for this project will be opened on April 23, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

F. B. KLABOE

TWL:fw
cc Southern Pacific Transportation
San Francisco

bc: F. B. Klaboe
D. J. Barbee
D. H. Moehring
L. W. Rulien
L. C. Grothaus
R. H. Rumbolz

RECEIVED
MAR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1970

FORM 2-20-X (12-67)
FOR FILING
I-205-7(14)279
7388

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
March 18, 1970

SUBJECT: Illumination Agreements
Gladstone Intch-Oregon City Intch Sec
East Portland Freeway

To: Mr. I. D. Merchant
Bridge Engineer
Salem

ATTENTION: Duane Christenson

This will confirm our verbal conversations indicating that the City of Gladstone, the City of Oregon City and the County of Clackamas are unwilling to pick up the bill for power consumption for illumination on the subject section of the East Portland Freeway. In this regard, attached are copies of letters from the City of Gladstone and Clackamas County.

I personally feel that illumination of this project at the interchanges would be very beneficial and desirous. I would like to suggest that, since this is an interstate project and a considerable amount of traffic using it would not be local in character, we re-approach the local jurisdictions with a proposal to share in the power consumption cost on a 50/50 basis.

L. W. Rulien
Division Engineer

LWR:nlb

Encl.

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD — OREGON CITY, ORE. 97045

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

March 12, 1970

Mr. Al. Harwood
Assistant Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Mr. Harwood:

I discussed the State Highway Department's proposal for illumination on I-205 with our Board of County Commissioners. They concurred with our recommendations that this project, even though important to traffic safety, does not fall within our funding priorities.

Sincerely yours,

John C. McIntyre

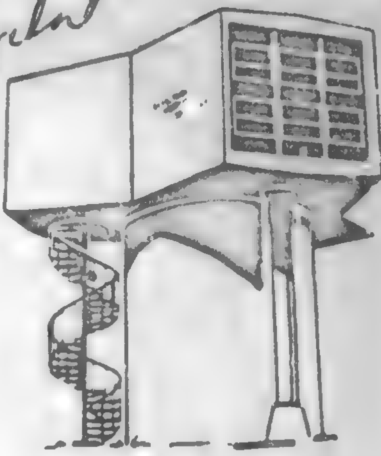
John C. McIntyre
Director of Public Works

JCM:mak

☐ DE ☐ ADE ☐ ADE ☐ OE
MAR 16 1970
☐ TE ☐ UE ☐ DES

City of Gladstone

GLADSTONE, OREGON



Send copy
J. D. Herchert
sent

March 11, 1970

Mr Allen C. Harwood
Assistant Division Engineer
Oregon State Highway Department
9200 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Mr Harwood:

The Gladstone City Council does not wish to enter into a street lighting program of the Gladstone Interchange on the I-205 Highway, at this time.

Sincerely yours,

CITY OF GLADSTONE

Leonard A. Strobel
Leonard A. Strobel
City Administrator

LAS/m

☐ ☐ ☑ ☐
DE ADE ADE OE
MAR 13 1970
☐ ☐ ☐
TE UE DES

"Grow with Gladstone"

RECEIVED
MAR 12 1970
FOR FILING

I-205-1(14)299

7347

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 11, 1970

Southern Pacific Transportation Co.
Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn

Gentlemen:

Re: Park Place Intchg. O'Xing
of SPRR
Gladstone Intchg.-Oregon
City Intchg. Sec.
East Portland Freeway, I-205
Clackamas County
Bridge No. 9727
Your File: GMO 70750
0-0-68-24

In replying to your letter of February 16, 1970, regarding the subject we have reviewed your recommendation regarding the slope paving of the end slopes and it is our opinion that the application of a 1'-6" blanket of Class 50 loose riprap at the ends and extending around the ends of the fill as shown on Drawing No. 26144, 5 prints of which are attached, is sufficient to protect the slopes from erosion.

You will note that we have also carried the drainage from the structure through an 8" culvert pipe to an open ditch at a point located on the westerly side of the structure thus taking the water away from the railroad right of way.

Will you please return one print with your approval noted thereon.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

NOTED
TOM EDWARDS

TCR:jf
cc: Tom Edwards
T. W. Litchfield (w/1 print)
Jack Sollis (w/1 print)

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) March 11, 1970	FEDERAL-
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-205 Oregon City, N'ly. 2.02 miles 21 65	ADT	PRESENT 25,000	FUTURE 63,000 (66) (70

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 6 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. I	FEDERA L

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	FEDERAL FU
1	(14-15)	(16	41	42	43 46	53	I-205 Oregon City, N'ly. 2.02 miles. (Gladstone Interchange - Oregon City Interchange Section)	(54) (58)	(59) (66)	(67)
5					PE					
5					ROW					
5					CONST (CODE)			2.02	11,500,000	10,600,

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.02	11,500,000	10,600,
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Projects I-205-7 (1) 290, I-205-7 (4) 290
review not required, hearings held and de
February 28, 1969, and July 17, 1969 res

7389

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

March 11, 1970

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

ADT	PRESENT 25,000	FUTURE 63,000	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042
							ITEM NO. 601

SUPV AGCY	DA CLASSIF. -	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 205-7 (14)	SEQ. NO.	I. Projects Only POST MI. 299	DESIG.

COUNTY NAME Clackamas			CODE 005	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL - AID I-205	STATE 64	U.S. I-205	

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
2.02	11,500,000	10,600,000	888,000	2,000 (RR)	Gr., Dr., 6-12' lanes H.T. pave. (1.52 mi. PCC & 0.50 mile A.C.) with 10' R. & 6' L. shldrs., median var. (16' min.), 6 brs. (length 1,703'), Illum. (linear & 3 interch.), traffic signals & RR signals. ROW-215' min.; Access control - Full; Parking Restrictions - Complete; Utilities & RR adjustment req. including preparatory work.
2.02	11,500,000	10,600,000	888,000	2,000(RR)	

REMARKS Additional Data: Items 234, 443, 444 and 543; Projects I-205-7 (1) 290, I-205-7 (4) 290, I-205-7 (5) 300 and I-205-7 (13) 300. State clearinghouse review not required, hearings held and design approval given per BPR Memorandums of February 19, 1970, February 28, 1969, and July 17, 1969 respectively. (over)

I-205 Oregon City, N'ly. 2.02 miles
Additional data: - continued

The project consists of grading and draining, six-12 foot lanes of continuously reinforced portland cement concrete pavement, except between Sta. 668+00 and Sta. 696+72 the pavement structure will be done as stage construction with a 2" asphalt concrete temporary surface over the large existing land fill area until such time as the fill subsides and then the final 8" continuously reinforced portland cement concrete pavement will be constructed under a future Interstate Project. The roadway will have 10' R and 6' L shoulders and a variable median (16' min.). Construction of six structures and a 22" diameter structural plate pipe. Linear illumination and illumination of Oregon City, Parkplace and Gladstone Interchanges. Installation of traffic signals at the intersection of Pacific Highway East with 14th Street and "A" Line of Oregon City Interchange using volume sampling locations with master co-ordination control and computer system operation. Installation of gates with gongs and flashing lights at railroad crossing on "EX" line at Gladstone Interchange.

Railroad Crossing Data:

Name: Southern Pacific Transportation Company
No. of Tracks: One
No. of Trains: 28 Freights and 2 passengers
No. of High Speed Trains: None

"EX" Line connection between "E" and "EW" Lines

Existing Protection: No existing crossing (Two crossings southerly of proposed crossing eliminated by new crossing.)
Proposed Protection: Gates with gongs and flashing lights.
Railroad Benefit: Maximum

"E" Line (Cascade Highway)

Existing Protection: No existing crossing.
Proposed Protection: Overcrossing structure
Railroad Benefit: None

Railroad adjustment and protective service (Type Code Y040):

Southern Pacific Transportation Co.	$60,000

Utilities, adjustment of the following (Type Code Y060):

Portland General Electric	$15,000
Pacific Northwest Bell	1,000
Northwest Natural Gas	1,900
City of Gladstone Water	9,100
Parkplace Water District	3,800
Oregon City, Water and Sewer	30,000
	$60,800

Roadway:

Type Code 7221: 8" - portland cement concrete pavement, Sta. 601+30 to Sta. 668+00 and Sta. 696+72 to Sta. 707+83.	$6,200,000
Type Code 6201: (Stage Construction) Temporary 2" - Bituminous Concrete pavement surface Sta. 668+00 to Sta. 696+72.	$1,490,200

Structures

Mile Point	Description	Type Code	Est. Cost
0.00	North End of Project		
0.30	Hwy. under Hwy., Post-tensioned conc. box girder, Br. No. 9757, length 350', H.C. 60', 5' walk on rt.	X781	$ 650,000
0.61	Hwy. over waterway, (widen existing str's.), twin steel deck girder, Br. No. 8837 A, southbound length 593', H.C. 62', northbound length 578', H.C. 54'.	X031	$1,100,000
1.09	Hwy. under Hwy., Post-tensioned conc. box girder, Br. No. 9750, length 308' H.C. 72', 5' walk on lt.	X781	$ 580,000
1.09(lt.)	Hwy. over railroad, conc. box girder, Br. No. 9727, length 208', H.C. 84', 5' walk on lt.	X121	$ 376,000
1.64	Hwy. over waterway, double 12' x 12' reinf. conc. box culvert, length 30'.	X028	$ 183,000
1.83	Hwy. over hwy., conc. box girder, Br. No. 9708, length 214', H.C. var. (130' ± min.).	X221	$ 800,000
		Total	$3,689,000

RECEIVED
MAR 6 - 1970
FOR FILING

I-205-7(14)399
7387

March 6, 1970

Oregon State Highway Commission

Gentlemen:

There will be on your agenda for the March 17 meeting an agreement with the Southern Pacific Transportation Company providing for the construction of the overcrossing of its tracks on the Park Place Interchange of the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway in Clackamas County.

This agreement provides for the State to reimburse the Railroad for all necessary expenses it incurs as a result of this project. The estimated cost of its work is $28,215. This agreement also provides for the installation of a 36-inch culvert under the railroad tracks since the proposed project will bury an existing railroad culvert.

Upon completion of construction, the State is to maintain the structure and all highway facilities at State expense and the Railroad is to maintain all railroad facilities, including the new culvert pipe, at its expense. The State's contractor is to provide the usual insurances.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
V. E. Skoog
L. H. Young
L. W. Rulien
F. D. Morgan (Attn: T. W. Litchfield)

TWL:ss sr

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1970

SUBJECT: Construction Agreement
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
R/W File 43902
PUX 722

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Herewith you will find duplicate counterparts of the proposed agreement with the Southern Pacific Transportation Company for the construction of the over-crossing of their tracks at the Park Place Interchange.

This is the standard form of agreement prepared by the Railroad for over-crossing projects and requires the State to reimburse the Railroad for their necessary expenses generated by this project. The Railroad estimates the cost to the State to be $28, 215. This agreement also provides for the installation of a 36-inch culvert under the Railroad tracks which is to be performed by our contractor as part of his work.

This agreement has been reviewed by the Bureau of Public Roads and the Legal, Bridge and Construction Divisions and found to be satisfactory. We recommend your approval and request that it be placed on the Agenda for the Highway Commission meeting of March 17, 1970.

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

Enclosure

TWL:ss
cc: Jack L. Sollis

RECEIVED
MAR 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 - 1970

FOR FILING

I-205-7(14)277
7387

March 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Temporary Median Barrier
Gladstone Interchange-
Oregon City Interchange
I-205

Dear Mr. Simpson:

The roadbed embankment on the subject section between Stations 668 and 696+52 will be twenty to forty feet high over ground subject to prolonged settlement. The project will be opened to traffic on first stage surfacing as shown on the plans. After a period of two or more years, when the embankment has ceased showing any appreciable settlement, the final stage pavement (Continuously Reinforced Portland Cement Concrete) will be constructed.

During the period the traffic will be using the first stage surfacing, a barrier will be needed in the sixteen foot median. The final stage design for the barrier is intended to be the G. M. Type. Settlement will distort this barrier and it would be excessive in cost to try to adjust it to grade at the final stage.

For these reasons it is planned to install standard metal median barrier between stations named above, anticipating its replacement with the G. M. Type at the final stage.

We ask your concurrence with this construction feature.

Yours very truly,

FORREST COOPER
State Highway Engineer

By

F. B. KLABOE
Assistant State Highway Engineer

FLH/bdr
cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

73 89

PUX 764

1-29-70

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct a highway grade crossing over the)
tracks and right of way of the Southern)
Pacific Transportation Company in the City)
of Gladstone, Oregon, in Clackamas County,)
in the southwest quarter of the northwest)
quarter of Section 21, Township 2 S,)
Range 2 E, Willamette Meridian.)

APPLICATION

NO.________________

Comes now the Applicant, State Highway Commission, and files its application in the above-titled matter. Applicant herein respectfully represents:

I

That the name and address of the Applicant is the State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience of the traveling public, Applicant proposes to construct the East Portland Freeway and must, as a result thereof, construct a connecting road between SE. 82nd Drive and Edgewater Road to allow proper connection to the Gladstone Interchange of the East Portland Freeway. The new crossing will cross the main line tracks of the Southern Pacific Transportation Company as shown on Oregon State Highway Division Drawing No. 9B-6-10 titled "PUC Map & Profiles, Grade Crossing of SPRR Co., Gladstone Interchange - Willamette River Sec., East Portland Freeway (I-205), Clackamas County, dated January, 1970, said drawing as referenced hereto is made a part hereof. This grade crossing which is to be constructed will allow the closure of two existing public grade crossings, Evergreen Lane (Crossing No. C-758.1), located approximately 700 feet south of the proposed crossing, and River Lane (Crossing No. C-757.9), located approximately 1,000 feet south of the proposed crossing, both of which are protected by PUC Standard No. 1R crossbucks. The construction of the Parkplace Interchange (see SXF 484) approximately 0.8 mile south of the Gladstone Interchange will materially reduce the volume of traffic at the grade crossings on 82nd Avenue (Crossing No. C-756.7) and Forsythe Road (Crossing No. C-757.3) which are protected by PUC Standard No. 2 flashing light signals. Therefore, participation of 50% of the cost of installation of crossing gates at the new grade crossing is requested from the Railroad. The Railroad will be reimbursed for all other expenses made necessary by this construction in accordance with PPM 30-3 and all supplements thereto.

IV

That the construction of an overpass or underpass across the railroad tracks is not economically justified.

V

The average daily traffic at this crossing is estimated to be 250 vehicles in 1970 and projected to be 350 vehicles in 1990. That at the site of the proposed grade crossing there are 28 freight and two passenger train movements per day at a maximum speed of 65 miles per hour.

VI

That at the point of the proposed grade crossing the highway will be composed of two 10-foot paved traffic lanes with 4-foot paved shoulders. The centerline of the connecting road ("EX" Line) and the Railroad's main line intersect at "EX" Line Station 605+47.28 point on tangent equals Railroad Station 642+07.50 point on curve. The alignment of the highway is tangent and will intersect the tangent to the Railroad centerline at the point of intersection at an angle of 82° in the northwest quadrant. The connecting road ("EX" Line) originates at its intersection with Edgewater Road ("EW" Line), 59.47 feet east of the centerline of the tracks, and terminates at its intersection with the relocated centerline of SE. 82nd Drive ("EX" Line), 87.64 feet west of the centerline of the track. The "EX" Line approaches from the east on an ascending grade of 2.35%, crosses the tracks on a descending grade of 3.75%, and ascends to the west on a grade of 5.425% to its intersection with the relocated SE. 82nd Drive.

VII

That the agencies affected by the construction of this grade crossing are the Southern Pacific Transportation Company, the Pacific Northwest Bell Telephone Company, the Portland General Electric Company, the Northwest Natural Gas Company, and the City of Gladstone.

VIII

That this is a Federal-aid project to be financed by funds from the Federal Government and the State Highway Division. The Southern Pacific Transportation Company is asked to pay 50% of the actual cost of the installation of the crossing gates.

IX

That the sight distances approaching the proposed crossing are as follows:

From a point on Edgewater Road 300 feet northerly of the proposed crossing (Point A)

Northerly	800 feet
Southerly	1,570 feet

From a point on the proposed "EX" Line 50 feet easterly of the proposed crossing (Point B)

Northerly	2,510 feet
Southerly	2,625 feet

From a point on Edgewater Road 300 feet southerly of the proposed crossing (Point C)

Northerly	2,510 feet
Southerly	4,100 feet

From a point on the proposed "EX" Line 50 feet westerly of the proposed crossing (Point E)

Northerly	2,510 feet
Southerly	635 feet

From a point of SE. 82nd Drive 300 feet northerly of the proposed crossing (Point D)		From a point on SE. 82nd Drive 300 feet southerly of the proposed crossing (Point F)	
Northerly	2,510 feet	Northerly	600 feet
Southerly	635 feet	Southerly	420 feet

X

That the Applicant proposes for the purpose of protecting traffic across that crossing there be installed two PUC Standard No. 4 automatic gates equipped with flashing lights, signals and gongs and the cost of the installation of same will be borne 50% by the State and 50% by the Railroad. The cost of maintenance of the signals should be borne by the Railroad.

XI

That said proposed construction is in the southwest quarter of the northwest quarter of Section 21, Township 2 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon.

XII

That the Applicant proposes the construction and maintenance of the project and the cost thereof be borne as follows:

THINGS TO BE DONE BY STATE

(a) Prepare plans, specifications and award contract for the construction of the project.

(b) Except as hereinbelow stated under THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE, reimburse the Railroad for necessary expenditures in connection therewith in accordance with PPM 30-3 issued by the Bureau of Public Roads under date of October 15, 1966 and all supplements and amendments thereto.

(c) Install such advanced warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT

(a) Furnish and install two Commissioner's Standard No. 4 automatic gates equipped with gongs and flashing lights on the mast which will be located at appropriate locations along the highway at each side of the railroad tracks, subject to the provisions of Paragraph (b) under THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE.

(b) Make such rearrangement of signal and communication lines as may be required.

(c) Provide and install preservative treated ties and ballast along the portion of the tracks to be covered by the highway roadway, install continuous rail throughout the crossing, and install a gumwood plank crossing for a width, when measured along the centerline of the track, of 32 feet.

(d) Close the two public grade crossings located approximately 700 feet and 1,000 feet southerly of the proposed crossing, designated Crossing No. C-758.1 and Crossing No. C-757.9.

(e) Provide such watchmen and flagmen as necessary to protect the traffic on the Railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE

(a) Maintain the railroad tracks, ties, ballast, fences, automatic gate signals and other Railroad facilities after construction of the crossing.

(b) Bear 50% of the actual cost of installing Commissioner's Standard No. 4 automatic gate signals.

THINGS TO BE DONE BY THE CITY OF GLADSTONE AT ITS OWN COST AND EXPENSE

(a) Maintain the road surface and drainage culverts beneath the connecting road upon completion of the construction.

(b) Maintain advance warning signs on SE. 82nd Drive and on Edgewater Road.

WHEREFORE, Applicant prays for an order authorizing the construction of the new grade crossing, the closure of the two existing grade crossings (Crossing No. C-758.1 and Crossing No. C-757.9), and the allocation of costs thereof in accordance with the provisions of this application and for such other order or orders that may be proper in the premises.

Dated at Salem, Oregon, this 29th day of January, 1970.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

I, R. L. PORTER, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

R. L. Porter
R. L. PORTER

STATE OF OREGON)
) ss
COUNTY OF MARION)

Subscribed and sworn to before me this ____ day of ________________, 1970.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

18

RECEIVED
JAN 29 1970
FOR FILING

I-205-7(14)
7389

January 28, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. R. A. Kendrew

Re: Construction of Grade Crossing
S.E. 82nd Drive-Edgewater Road Connection
Gladstone Interchange
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway
Clackamas County
YOUR FILE: GMO 70750
O-O-68-24

Gentlemen:

As a portion of the construction of the above captioned section of the East Portland Freeway it is proposed to close the existing grade crossings at River Lane (Crossing No. C-757.9) and Evergreen Lane (Crossing No. C-758.1) and construct a new crossing approximately 700 feet north of the existing Evergreen Lane crossing as shown on our PUC Map, Drawing No. 9B-6-10, two (2) copies of which are enclosed. We propose to protect the new grade crossing with PUC Standard No. 4 crossing gates and propose that the installation costs be shared equally by Railroad and State.

We realize that this is a departure from the normal sharing of costs on a Federal-aid project but under the circumstances we feel this to be quite reasonable. Within the limits of this above captioned project, there are four (4) grade crossings which will be materially affected by our construction. In addition to the two mentioned above, there is the Forsythe Road crossing in Park Place (No. C-757.3) and the 82nd Avenue crossing (No. C-756.7). As indicated above, the Evergreen Lane and River Lane crossings, which are now protected with only crossbucks and stop signs, are to be closed. The construction of the Park Place Interchange will materially reduce the traffic on both the Forsythe Road and 82nd Avenue crossings. Therefore we feel the request for your participation in 50% of the cost of installation of crossing gates at this new grade crossing is in order.

In addition you will be asked to maintain all ofyour facilities, tracks, ties, ballast, fences, automatic gates, and all other Railroad facilities at Railroad expense. The City of Gladstone will be required to maintain the road surface and drainage culverts and the advance warning signs on each side of the grade crossing at their expense.

You will be reimbursed for all other work required by this project. This will include the adjustment of signal and communication lines, the installation of a gumwood plank crossing at the new grade crossing, the closure of the Evergreen Lane and River Lane grade crossings, and the necessary engineering, inspection, and protective work.

An application to the Public Utility Commissioner is now being filed on this basis and a copy will be presented to you through the PUC in the usual manner. If this is acceptable to you, please prepare the appropriate documents for this work.

You will find enclosed two (2) aerial photographs on which the four grade crossings are indicated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: Southern Pacific - San Francisco

F. B. Klaboe
D. J. Barbee
J. L. Sollis
L. W. Rulien
R. H. Rumbolz

RECEIVED
DEC 24 1969

FOR FILE
I-205-7(14)-77
7387

December 19, 1969
Salem, Oregon 97310

Sign Study Plans
East Portland Freeway I-205
Clackamas County MP 9.29 - 11.04

Val Johnson
Traffic Control Engineer
Salem, OR

Returned without signature, are the study plans for the four interchanges in the subject project. I have marked up the attached black and white prints, to indicate suggested changes, and my objections to the plans. The section presents an unusually difficult signing problem, due to the paralleled routes which apparently must be carried through this area. The following specific comments apply to the interchanges:

(1) Gladstone Interchange. South-bound traffic on 82nd Dr., must be given a named destination to go along with the three routes, that will confront him at each of the ramps terminals. I would suggest that the destination " Portland " be added to the first left lane sign, and the destination " Oregon City " be added to second left lane sign, with the route shields being carried on a secondary basis, below the main sign. At the ramp terminal, on the East and West sides of the Freeway facing traffic, south-bound on 82nd Dr., we have a four-lane situation, plus an offset in the location of the sign. Our experience with the last several jobs which have been opened, indicate that 8 - 6 legend is not adequate to properly handle the situation. We would suggest a minimum of 10 - 8 on these sign, on the west side ramp terminal. The Oregon City sign should be repositioned to the near side of the intersection, since there is a left turn lane, and there is to much possibility of the sign being blocked by traffic stopped at the ramp terminal. The sign on the opposite corner, could be visible to this traffic, and indicate Gladstone as being to the right rather than straight ahead.

I would suggest that this sign be split up with the 82nd Dr., facing traffic that enters the intersection at a right angle, and the Gladstone destination swung around on the same double offset sign.

On the off-ramp for south-bound traffic on I-205, we have a Gladstone right lane, there is only one lane at this point and I think it should more properly be a " Keep Right " sign. For traffic proceeding north-bound on 82nd Dr., I think we have overdone the destinations for straight ahead traffic. These are merely city street intersections and there is very little possibility of traffic being diverted off the main highway.

Copies to:
12-23-69 Cox
Johnson } - work this out jointly & then show me plan.

NOTED
TOM EDWARDS

(2) The Park Place Interchange. We have the same situation here on the intersecting road to the Freeway, I feel that it is essential that a destination be added to the displayed route shields, on the sign bridge east of the freeway, and the " Left Lane " sign west of the freeway. Once again on the Clackamas River road, I feel that the straight ahead destination is over done the importance of the city street intersections. Once again we feel the letter size is not adequate for the guide signs at the near side of the ramp terminal intersections, considering the two lanes in one direction, and the offset required for the sign. On the southerly portion of the Park Place Interchange drawing, we do not concur a need for a " Route Shield Next Right " sign, since the routes being signed to, back track and go in the opposite direction as traffic moving on the freeway. I think more properly, we could sign to the " Clackamas River " or some other destination to the east of this interchange.

(3) Oregon City Interchange. On the South-bound off-ramp, to Oregon City, we again have a left lane sign at a point where there is in fact only one lane, this more properly should be a " Keep Left Lane " sign. South-bound traffic on Pacific Highway East, is given a fourteenth street second left sign at the off-ramp, and again at the south side of the freeway. A fourteenth street " Next Left", Fourteenth Street would mean very little to a person who did not live in the immediate Oregon City area. Since this is the connection to Oregon 213 South, the sign should more properly be headed 213 South and " Molalla Next Left."

We find that on this entire section, as with the section immediatly south of the Willamette River Bridge. The interchanges, are located so close together that there is no trailing sequence of signs. Most particularly we feel that the interchange sequence sign should be used since there are no mileage destination signs, throughout this section. The motorist definitely will need orientation as to his location, since in so many cases he will be a through traveler, and will be concerned as to his location, since he is on the " By-Pass " Freeway.

J. J. Gix
Sign Engineer

JJG:km

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DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 19 1969
FOR FILING

121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 15, 1969

In reply refer to: 08-35-EC

I-205-7(14) 299
7389

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-205-7
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway
Southern Pacific Railroad Agreement

The proposed railroad agreement with the Southern Pacific Company transmitted with Mr. Litchfield's November 14, 1969 letter has been reviewed and is approved as to form. This agreement is to provide for the construction of an overcrossing structure on a approach to the Park Place Interchange.

12-18-69

REFERRED TO
Edwards
[illegible] - Morgan - Young - Barber
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7389

12-11 69

Order #46156

NOTED
R. L. PORTER

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 484

In the Matter of the Application of STATE)
OF OREGON (State Highway Commission) to)
construct the Parkplace interchange over-)
crossing structure above grade over the)
tracks and right-of-way of Southern Pacific)
Company near the City of Oregon City,)
Clackamas County, Oregon)

ORDER

On March 7, 1969, the State of Oregon (State Highway Commission) duly filed an application, subsequent to which an amended application was filed, with the Commissioner seeking authority to construct an overcrossing structure over the tracks of Southern Pacific Company near the City of Oregon City, Clackamas County, Oregon.

Copies of the amended application were duly served upon the Clackamas County Board of Commissioners and Southern Pacific Company.

Due consideration has been given to all representations in the amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigation of the Commissioner, it is found that the amended application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall pay for the construction and maintenance of the overcrossing structure and all highway appurtenances thereto.

(3) Southern Pacific Company shall maintain the railroad tracks and appurtenances. It shall, subject to reimbursement by the applicant, provide necessary safety supervision during the construction and, if necessary, remove and protect the signal and communication lines during construction and replace after construction of overcrossing.

(4) Designation C-757.1-A shall be assigned to the crossing.

After completion, the new structure will have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner. During construction, however, it will be necessary to require an impaired vertical clearance of 21'-6" between top of rail and bottom of falsework and a minimum horizontal clearance of 9'-6" to the right and 9'-0" to the left of the centerline of track. Authority to temporarily maintain the impaired clearances as detailed herein is hereby granted.

Made, entered and effective DECEMBER 11 1969.

Sam R. Haley
Public Utility Commissioner

NOV 12 1969
FOR FILING

I-205-7(14)299
7389

November 10, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

7446

Re: Gladstone Interchange-
Oregon City Interchange
East Portland Freeway
Oregon Project I-205-7(-)300
Clackamas River Bridge Widening
Bridge No. 8837A

Your File No. 08-35.6

Dear Sir:

We have reviewed the comments in your letter of October 20 regarding the bridge roadway widths.

As per your request, the roadway widths will be reduced by seven and one-half inches to 62 feet for the southbound roadway and 54 feet for the northbound roadway. This will be accomplished by holding the GM rail location on the left of traffic and revising the alignment accordingly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards ja
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

LLW:jf ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 20, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(-)300
Clackamas River Bridge Widening

Edwards

The review of your submission on the subject structure has been completed and is generally acceptable. We note on both structures that you have approximately 7 1/2 inches extra roadway width. It appears that with a minor shift in roadway alinement, this extra width could be eliminated without any undue objectionable features. This would make the southbound roadway 62 feet wide and the northbound roadway 54 feet.

The proposed skew for the two structures probably will not affect the scour appreciably as mentioned in Mr. Lenz' report. However, the added safety precautions of riprap as shown on your plans is a desirable feature.

I will approve the plans as submitted subject to your revising the roadway widths.

Ivan
RD

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OCT 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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NOV 6 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(14)299

7389

TO : **Mr. Forrest Cooper, State Highway Engineer**
Salem, Oregon

DATE: November 5, 1969

In reply refer to: **08-35.6**

Edwards

FROM : For **R. E. Simpson, Division Engineer**
Salem, Oregon

SUBJECT: **Oregon Project I-205-7(-)296**
Abernathy Creek Culvert

Your letter of October 30, 1969 and plan sheets 24841 and 24842 submitted under this letter answers satisfactorily all questions outlined in our letter of October 13, 1969.

I approve your preliminary plans as proposed in your September 5 and October 30 submissions.

NOTED
TOM EDWARDS

Copy
[illegible]
11-6-69

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STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OCT 31 1969
FOR FILING

I-205-7(14)-? 79
7387

October 30, 1969

7928

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
P. O. Box 300
Salem, Oregon 97308

Re: Abernethy Creek Culvert
Gladstone Interchange-
Oregon City Interchange
East Portland Freeway
Clackamas County
Bridge No. 9865

Dear Sir:

In your letter of October 13 on the subject project, you requested clarification of several items of the proposed culvert construction. Hereinafter, in the order which they appeared in your letter, are our answers to those questions:

1. Contrary to what was shown on the preliminary drawings, piling will not be used under any of the wingwalls. The wingwalls will be supported on spread footings. Some subexcavation and backfill with select granular material will be required.

2. We concur in the recommendation that the arc of the concrete invert paving be reduced. We feel that it should be a 120° arc rather than the 90° arc you recommend. The edges of the invert paving will be beveled. The paving will be reinforced and will be tied to the structural plate by welded studs.

3. A beveled edge on the inlet wall as you proposed will be incorporated in the final contract plans.

4. We concur in the recommendation that a three-ounce spelter coating be used on the structural plate pipe

and it will be so specified.

5. The hydrologic data will be shown on the contract plans.

6. We concur in the importance of the control of the methods and materials of construction in a culvert of this size. Specifications will be written so that each stage of construction will receive the attention necessary to insure a satisfactory final product.

Enclosed are five prints each of Drawings No. 24841 and 24842, the Preliminary Plan, Elevation and Typical Section for the subject culvert. These drawings have been revised to reflect the items discussed above.

We are delaying the preparation of final contract plans for the Abernethy Creek Culvert until your approval of the preliminary submission is received. Therefore, your early reply to this matter would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer
ORIGINAL SIGNED
By VICTOR D. WOLFE for

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

WJH:smd ja

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 13, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(-)296
Gladstone Interchange-Oregon City Interchange Section
Abernathy Creek Culvert

Mr. Merchant's September 5 letter submitted preliminary plans and supporting data for the proposed 22 foot diameter Abernathy Creek culvert. As a result of our review we find the following items need further clarification or study:

1. The use of piling for the inlet and outlet walls appears to be in conflict with your foundation report recommendations. Was scour the concern in this selection? We assume you will not subexcavate and drive piling in the inlet end. On the outlet end it appears that displacement piles might be difficult if not impossible to drive. We feel you should review this section.

2. We recommend that you reduce the concrete invert paving to a 90° arc in lieu of the 150° arc proposed. This procedure has been used successfully on some forest highway projects. In view of the volume of hard to place concrete we recommend that the amount of concrete be held to a minimum. We also suggest that the edges of the paving be sloped instead of made square. We assume that the paving will be reinforced and anchored to the pipe.

3. We recommend that consideration be given to including a beveled edge in the vertical concrete wall around the culvert inlet. The slope of this bevel should be approximately 1 1/2:1 (33.7°) with the dimension "b" equal to 0.08 times the diameter (see attached sketch). This should reduce the headwater by 0.6 foot at the design discharge.

4. We recommend that on this and future structural plate pipe installations that you specify a 3-ounce spelter coating instead of the 2-ounce coating called for in AASHO. We understand the additional cost is negligible and are using it on our own Direct Federal jobs.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5. The hydrologic data should be included in the plans as required by IM 20-1-67.

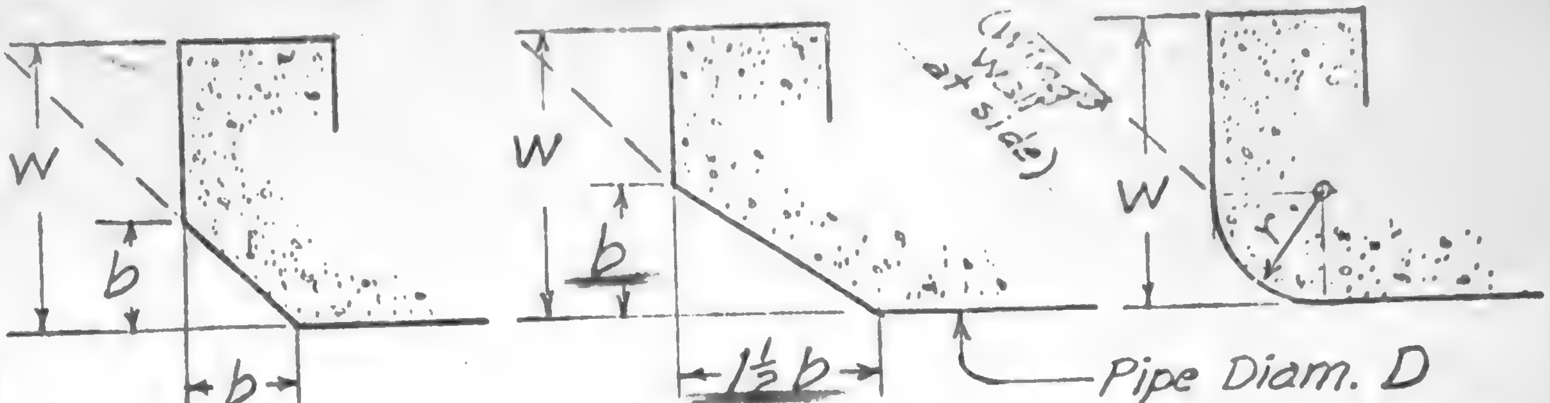
6. Because of the size of this culvert we recommend that special precautions be taken in these specifications for bolting and backfilling to obtain an adequate installation. The effect of piping should be considered in the selection of all materials in the construction.

Enclosure
Chart

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 17 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
OCT 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

HEADWALL INLETS



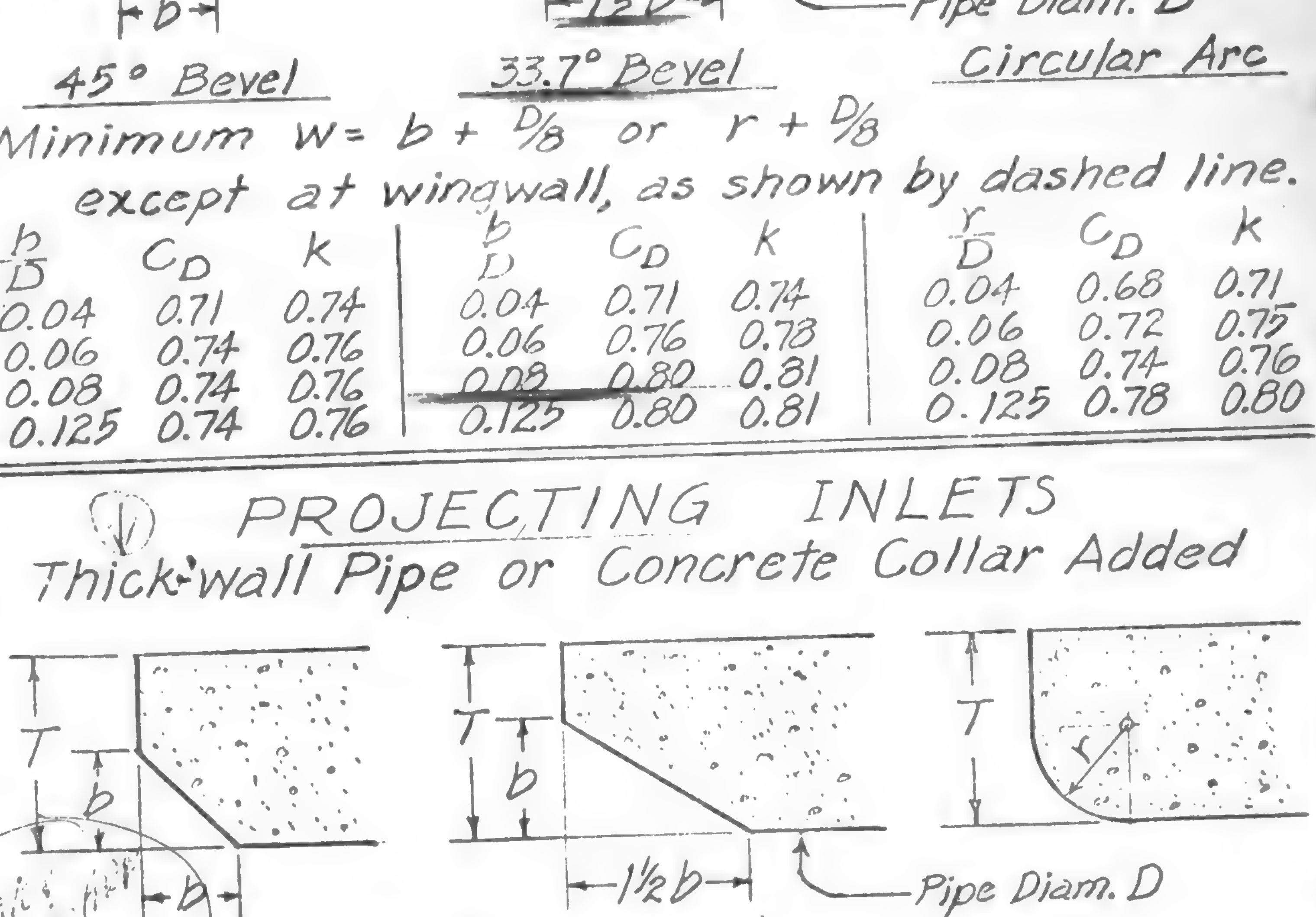
45° Bevel | 33.7° Bevel | Circular Arc

Minimum $W = b + D/8$ or $r + D/8$ except at wingwall, as shown by dashed line.

b/D	C_D	k	b/D	C_D	k	r/D	C_D	k
0.04	0.71	0.74	0.04	0.71	0.74	0.04	0.68	0.71
0.06	0.74	0.76	0.06	0.76	0.78	0.06	0.72	0.75
0.08	0.74	0.76	0.08	0.80	0.81	0.08	0.74	0.76
0.125	0.74	0.76	0.125	0.80	0.81	0.125	0.78	0.80

PROJECTING INLETS

Thick-wall Pipe or Concrete Collar Added



T and b variable

45° Bevel

T/D	b/D	C_D	k
0.08	0.04	0.66	0.69
	0.06	0.66	0.69
0.12	0.04	0.70	0.72
	0.06	0.73	0.75
0.13	0.09	0.74	0.76
0.16	0.06	0.74	0.76
	0.08	0.74	0.76

33.7° Bevel

T/D	b/D	C_D	k
0.08	0.04	0.66	0.69
	0.06	0.66	0.69
0.12	0.04	0.70	0.72
	0.06	0.73	0.75
0.13	0.09	0.78	0.80
0.16	0.06	0.75	0.77
	0.08	0.78	0.80

Circular Arc

T/D	r/D	C_D	k
0.04	0.04	0.59	0.
0.06	0.06	0.63	0.
0.08	0.04	0.65	0.
	0.06	0.66	0.
0.10	0.06	0.69	0.
	0.10	0.70	0.

DISCHARGE COEFFICIENTS FOR PIPE CULVERTS

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NOV 1 - 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

I-205-7(14)299

7339

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Grade Crossings:
82nd Avenue (Crossing No. C-756.7)
Forsythe Rd. (Crossing No. C-757.3)
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
YOUR FILE: GMO 70750
0-0-68-24

Gentlemen:

This is in reply to your letter dated October 17, 1969 wherein you ask if the State is willing to participate in the installation of crossing gates at the above captioned crossings.

The State's plan for development of the Park Place interchange will eliminate the need of these two (2) crossings to carry traffic as they presently do.

The 82nd Avenue crossing will provide access to a small remainder of property lying between the freeway right of way and Railroad right of way in this area. No through traffic will use this grade crossing since the highway will be re-routed to pass over the Railroad and connect into the Park Place Interchange.

The Forsythe Road grade crossing will still serve the industries which will remain between the freeway and your tracks. No through traffic will use this crossing since the road now paralleling your tracks North of forsythe Road will be projected southerly approximately parallel to your tracks to connect into the Park Place Interchange.

For these reasons we cannot agree to participate in upgrading the signalization at these crossings since what exists today will be more than adequate for traffic after the freeway is constructed.

Plans for this development have been submitted to you previously and additional information will be presented as it becomes available. Bids for this project are tentatively scheduled to be opened on April 23, 1970.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: Southern Pacific - San Francisco
Mr. D. A. Haakenson, Public Utilities Commission

cc: F. B. Klaboe (w/copy of SP letter)
Tom Edwards "
F. B. Crandall "
D. J. Barbee "
I. D. Merchant "
L. W. Rulien "
R. H. Rumbolz "

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

October 17, 1969

IN REPLY PLEASE REFER TO

GMO 70750
0-0-68-24

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
OCT 21 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

NOTED
J. M. CARTWRIGHT

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to previous correspondence relative to Gladstone Interchange - Oregon City Interchange Section, East Portland Freeway I-205, Park Place.

In accordance with recent investigation, we have prepared the estimated cost of replacing existing flashing light signals with automatic gates at Crossing C-756.7 of Highway 212 (S.E. 82nd Avenue) and Oregon State's 50% would be $6,100. Total cost for this crossing would be $12,200.

Also at crossing No. 757.3, Forsythe Road, estimated cost is $13,200, State's 50% would be $6,600.

It is our recommendation that this be tied into the proposed I-205 overpass and included in the overall project.

Please advise if State is willing to participate.

Yours truly,

A. W. Kilborn

cc: Mr. Don A. Haakenson
Supervisor Transportation Services
Public Utilities Commissioner
Salem, Oregon 97310

Attention: Mr. James R. Ritchie
Utility Engineer

COPY TO: FRANK TERAN

RECEIV
NOV 1 - 1969
FOR FIL

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 27, 1969

I-205-7(14)297
7389

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. M. G. Johnson
District Engineering Manager

Re: Telephone Facility Adjustment
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway Highway
Clackamas County

Gentlemen:

Reference is made to your letter of October 8, 1969 concerning the relocation of Pacific Northwest Bell Telephone Company's facilities in conflict with the above subject project.

Your recommendation for the handling of the relocation of your buried cable across Abernathy Creek has been reviewed by this office. The State concurs in all but the final location of the buried cables. It is our opinion that the cables will be in jeopardy during the demolition of the existing Abernathy Creek structure due to their close proximity to the structure.

If you elect to relocate the cables to the proposed position within the work area for the structure demolition, an operation difficult to restrict, your Company will have to assume the risks involved. It is our opinion that the State or its contractor cannot accept the additional liability, during the demolition of the structure, generated by this location. It is suggested you consider an alternate route for your relocation that would create less risk to your facilities.

A statement will be placed in our Special Provisions setting forth your plans for the relocation of your cables. The existing and final locations of the cables will be indicated on the construction plans.

If we may be of further service, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
D. J. Barbee
C. G. Swenson
L. W. Rulien
R. H. Rumbolz

RECEIVED
OCT 8 - 1969

FOR FILING
I-205-7(14)-77
7377

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1969

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Abernethy Creek Culvert
Oregon City Interchange

7868

I have Frank Hall's memo concerning the possibility of putting a box culvert in Abernethy Creek in preference to the round pipe. I am against the rigid box culvert for various reasons.

First, Dames and Moore's reports concerning foundation conditions at the West Linn-Oregon City Bridge indicate that there would be an anticipated settlement of five inches at the Oregon City end of the bridge due to the load being imposed upon the somewhat thin layer of gravel which overlays silts and clays underneath the area. Our own Soils Section indicates a settlement to be anticipated of three inches. Our own Soils Section goes on to say that the settlement will be uniform.

Due to the fact that the box culvert must be built underneath the existing Abernethy Creek Bridge partially loaded and a detour constructed before the Abernethy Creek Bridge is taken out, I can only anticipate uneven settlement. A settlement of three inches would break a rigid concrete box and I would, therefore, recommend against its use.

The saving factor of the steel pipe is that the corrugated configuration will take three inches of uneven settlement with no distress whatsoever.

In regard to corrosion, our estimates are based on all of the steel structural plates being galvanized. In addition, in the areas where design calculations would permit fairly thin plates (No. 3 gauge), we are calling for No. 1 gauge plate to be provided. All of the longitudinal seam bolting will be sufficient to develop 100 percent of the plate section.

NOTED
F. B. KLABOE

Barbee 10-8-69
State Hwy. Engr
Info.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 29, 1969

SUBJECT: Abernethy Creek Culvert
Oregon City Interchange

To:

MEMORANDUM TO THE FILE:

The Oregon City Interchange at the east end of the Willamette River Bridge lies across Abernethy Creek, requiring a major drainage structure. A single continuous barrel type structure has been selected since the complex pattern of roadway alignment precludes any other type.

The Bridge Section has recommended a 22-foot diameter structural plate pipe culvert over a 15'x22' RCBC for reasons of economy and shorter construction time. The cost of the pipe was estimated at $786,000 and the RCBC at $843,000. These costs indicate that the culvert can be constructed at a savings of 7% over the cost of the concrete box. While the culvert could be installed in considerably less time than the box, the time factor is not critical because the work can be done without interfering with traffic.

The selection of this type of structure based on this low percentage of savings in cost is the reason for this memo. This interchange complex will remain for as many years as the area exists for human environment and the structure should be designed for the longest life expectancy attainable at reasonable cost rather than the most economical initial cost.

"Research Report 66-5" on the durability of corrugated metal culverts by the State of New York Department of Transporation has as one of its conclusions that "metal loss is primarily associated with normal corrosion, abrasion playing but a small part." The fact that Abernathy Creek lies within an area that may become subject to industrial wastes could shorten the expected life of an uncoated steel pipe considerably over that expected of "normal corrosion" as given in that report.

In conclusion, it is recommended that since the cost differential is not a large factor, the decision of selection of an uncoated steel pipe over a concrete box be based on longevity rather than cost.

D. J. BARBEE
Design Engineer

By Frank L. Hall
FRANK L. HALL
Assistant Design Engineer

RECEIVED
SEP 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Edward
BY ASST. STATE HWY. ENGR.

Information

NOTED
F. B. KLABOE

FLH/bdr
cc: Mr. F. B. Klaboe

[illegible]
Long. seam welding (critical item) to balance or exceed
a min. of 25 yr. in design,

OCT 6 - 1969

I-205-7(4)
7387

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

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JOSEPH I. EOFF
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McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

October 2, 1969

cc's sent 10-3-69

L.B. Klaboe
L.H. Young
F.E. Terpin
T.C. Roake
C.G. Swenson
W.H. Tebeau
L.W. Rulien (2)

NOTED
F.B. KLABOE

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Mr. Cooper:

The Abernathy Creek Culvert project, Gladstone Interchange, Oregon City section of the East Portland Freeway, received on September 5, 1969 has been reviewed. We recommend the following items:

1. The invert elevation of the structural plate pipe at the lower end should be not higher than elevation 4.0 msl, USGS data. The daily fluctuation in elevation at the time fish start to enter the Abernathy Creek is 3.0 to 6.0 msl. This condition will provide sufficient water depth during part of the day for effective passage.

2. Fish baffles should be placed in the culvert at Station 6+00, 7+43, 8+86, 10+29, and 11+72.

3. The concrete lining should have a roughness coefficient similar to that of the structural plate for better fish passage conditions in the culvert.

4. Coho salmon and steelhead trout will be migrating upstream through this section of the stream from the middle of October to the end of November. Fish passage must be provided during this period. With

the weirs installed and the walls roughened as recommended above, the 0.70 percent culvert slope should be satisfactory for fish passage.

We appreciate the excellent cooperation and effort extended by your office in resolving this fishway passage problem.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc: Oregon State Game Commission

RECEIVED
OCT 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-1(14)299
7389

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: September 17, 1969

In reply refer to: 08-35.6

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)303
Gladstone Interchange-Oregon City Interchange Section

The revised preliminary plan layout for the Gladstone Interchange Structure as submitted by Mr. Merchant's September 9, 1969 letter is approved.

REFERRED TO
Merchant - Barbee
BY ASST. STATE HWY. ENGR
9-19-69

NOTED
F. B. KLABOE

RECEIVED
SEP 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 22 1969
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I-205 [illegible]
7387

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
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JOHN W. McKEAN
State Game Director

September 16, 1969

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the preliminary plans for Abernathy Creek Culvert, Gladstone Interchange-Oregon City Interchange Section in Clackamas County.

The plans appear satisfactory from the standpoint of fishery resource protection, and the plans are approved.

We appreciate the opportunity to review the construction plans.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

Merchant - Barbee
By Asst. State Hwy. Engr

Original to Merchant
cc to Barbee
9-17-69

NOTED
F. B. KLABOE

RECEIVED
SEP [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR [illegible]NG

1859

205-1(14)222

1322

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Gladstone Interchange
Gladstone Intchg.-Oregon City
Intchg. Section
East Portland Freeway, I-205
Clackamas County
Bridge No. 9757

Transmitted herewith are 2 prints each of Drawings Nos. 24665 and 24555. You will note that on the plan and elevation drawing Span 2 has been shortened 13' from the length shown on the plans transmitted by our letter of June 13 and subsequently approved by your letter of July 11. The shortening of Span 2 was due to a revision in the alignment of the "A" center line as indicated in red on the prints of Drawing No. 24555. This revision was made to make the geometry of the acceleration lane conform to the most recent design standards.

We hereby request that you approve the revised preliminary layout. No other changes were made from the previously approved plans.

Yours very truly,

Ivan D. Merchant
Bridge Engineer
By:

L. L. Wallace

L. L. Wallace
Chief Bridge Design Engineer

LLW:jf
cc: Tom Edwards ✓
L. H. Young
V. E. Skoog

Ey

NOTED
TOM EDWARDS

RECEIVED
SEP 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1969
NG

I-205-1(14)

7577

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 5, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Abernethy Creek Culvert
Gladstone Intch.-Oregon City Intch. Sec.
E. Portland Freeway Highway
Clackamas County, Bridge No. 9865

The construction of the subject section of Interstate 205 will include the interchange at the east end of the Willamette River Bridge. Within this interchange a major drainage structure will be required on Abernethy Creek. The complex pattern of the individual roadway alignment and grades preclude the use of any but a single continuous barrel type of drainage structure.

Five copies of the hydraulic report for the site are included herewith. This report establishes the dimensional requirements for the drainage structure.

Three alternate proposals were studied and estimated. These were a 15' x 22' reinforced concrete box culvert, an 18' x 22' reinforced concrete box culvert, and a 22' diameter structural plate pipe culvert. These alternate estimates which include an allowance for engineering and contingencies are summarized below.

15' x 22' RCBC	$843,000
18' x 22' RCBC	$968,000
22' dia. Str. Plate Pipe	$786,000

In addition to the cost advantage there is the secondary advantage with the 22' structural plate pipe of shorter construction time. As a result of the above study it is proposed to construct a 22' diameter structural plate pipe culvert on Abernethy Creek.

NOTED
TOM EDWARDS

Enclosed herewith are five prints each of the following drawings of the proposed installation:

Drawing No. 24841 and 24842, Preliminary Plan, Elevation and Typical Sections

Drawing No. 24364 and 24365, Vicinity Map and Profiles

Drawing No. 24847, Foundation Data Sheet

Also enclosed are five copies of the Foundation Engineer's report.

The above data is transmitted herewith as a preliminary submission on this project for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:smd:dh
Attachments
cc Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
SEP 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 1969
FOR FILING

I-205-4(1)-[illegible]
7397

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 29, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Clackamas River Bridge Widening
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway, I-205
Clackamas County
Bridge No. 8837A

Reconstruction of the existing Cascade Highway in the vicinity of Gladstone as a portion of Interstate 205 will necessitate the widening of the existing twin bridges over the Clackamas River. Five prints each of Drawings Nos. 24558, 24663, and 24664 which are the Vicinity Map, Preliminary Plan and Elevation, and Typical Sections covering this proposed widening are transmitted herewith.

The southbound structure is to be widened 32'-7$\frac{1}{2}$" to a finished roadway width of 62'-7$\frac{1}{2}$". This provides for three 12' lanes, a 12' acceleration lane, and full shoulder widths on both sides. The extra 7$\frac{1}{2}$" is due to the replacement of the existing safety curb and rail with a safer GM rail. The GM rail to the left of traffic will tie in with a GM type median barrier which will extend from the West Linn Bridge to the Clackamas River providing a continuity of details. We feel that it will cost less to locate the left hand GM type rail as shown on Drawing No. 24664 then to save the 7$\frac{1}{2}$" of roadway width and have to cut off the existing deck beyond the outside of the rail.

The northbound structure will be widened 24'-7$\frac{1}{2}$" to a finished width of 54'-7$\frac{1}{2}$". This provides for three 12' lanes plus full shoulders both sides. The above discussion regarding the GM type rails also applies to the northbound structure.

The type of structure and general span arrangement proposed for the widening match that of the existing structure. Piers on the proposed widening will be radial to the existing piers, and the cross beams at new piers 2, 3 and 4 will be tied to the cross beams of the existing piers by stress-rods. Copies of the foundation report will be forwarded as they become available. We tentatively plan to use steel piling to support the piers as was done on the existing structure. Five copies of the Hydraulic Engineers Report on the impact of the proposed widening on the hydraulics of the site is enclosed herewith.

NOTED
[illegible]

Our estimated cost of widening both structures, including an allowance for engineering and contingencies is $1,200,000.

The enclosed prints are transmitted herewith as a preliminary submission on the subject project for your approval.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCH
Ivan D. Merchant
Bridge Engineer

LLW:JF

cc: Tom Edwards ✓
L. H. Young
V. E. Skoog

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1969

[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 11, 1969

In reply refer to: 08-35.6

I-205-7(14)299

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7387

Attention: Mr. Tom Edwards

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(2)303
Park Place-Gladstone Interchanges
Sidewalk Justification

Although the subject of sidewalks on the structures in this area has generated considerable correspondence, I believe that we are in general agreement regarding the fact that provisions must be made to carry pedestrians across the freeway. My objections have been not with sidewalks, per se, but rather whether sidewalks were the best solution.

In view of Mr. Schroeder's June 9 memorandum and Mr. Edwards' July 3 letter I now agree with you that sidewalks on these two structures are required. Accordingly, I approve the preliminary structure plans originally submitted with Mr. Merchant's March 27 and June 13 letters.

Copy - Mr. [illegible]
Len [illegible]
J. B. [illegible]
7-16-69

NOTED
TOM EDWARDS

[illegible]
7-17-69

RECEIVED
JUL 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7319.

7-3-69

PUX .-2

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct an overcrossing over the tracks and)
right of way of the SOUTHERN PACIFIC COMPANY,)
known as the PARKPLACE INTERCHANGE OVER-)
CROSSING Project in the Northwest ¼ of the)
NE ¼ of Section 29, Township 2 South,)
Range 2 East, Willamette Meridian,)
Clackamas County, Oregon.)

AMENDED

APPLICATION

No.________________

Comes now the State Highway Commission and files its Amended Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Amended Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to construct the East Portland Freeway, I-205. The construction of said highway necessitates the construction of an overcrossing structure over the tracks and right of way of the Southern Pacific Company as shown on Oregon State Highway Department Drawing No. 24563 entitled Vicinity Map and Profile, Parkplace Interchange, E & F Line Overcrossing, S. P. Railroad, dated December 1968, and revised May 8, 1969, and June 27, 1969, and Drawing No. 24361 entitled Parkplace O'Xing of S. P. Railroad, Plan and Elevation dated 10-3-68, and revised 5-8-69, attached hereto and by this reference made a part hereof. The proposed structure constitutes a new highway crossing and no grade crossing will be eliminated. Since the railroad will not benefit from the crossing, no participation in the cost of said structure is requested from the railroad.

IV

Because of the location of this crossing and the heavy traffic anticipated over it, an overcrossing structure is the only practical means of crossing the railroad track.

V

That upon completion the estimated annual average daily traffic on the overcrossing will be 10,000 vehicles with an anticipated increase to 29,800 vehicles per day in 20 years; that at the site of the proposed overcrossing there are 28 freight and 2 passenger movements per day making a total of 30 train movements per day.

VI

The "F" Line located 30' West of the East curb intersects the centerline of the existing railroad track at Highway Station F665+12.80 POT equals Railroad Station R_2 696+61.0 POC, with an intersecting angle of 63°17'23" tangent to tangent located in the Southwest Quadrant. The "E" Line located 30' East of the West curb intersects the existing railroad track at Highway Station E665+38.86 POT equals Railroad R_2 696+87.8 POC, with an intersecting angle of 63°41'31" tangent to tangent located in the Southwest Quadrant. The Structure will have a 84' roadway with a 5' sidewalk for pedestrian traffic on the East side and will be 208' between the centerline of the first and last bents consisting of 64'-80'-64' reinforced concrete box girder spans. This structure will be located on a 1400' vertical curve, with an ascending grade of 3.23% to the South and an ascending grade of 3.89% to the North. The point of intersection being at Highway Station E662+00 and the elevation 89.45.

VII

The following parties are affected by the proposed crossing: Southern Pacific Company and Clackamas County.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including county road approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary remove and protect the signal and communication lines during the same period and replace in final location under the structure upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

The minimum horizontal and vertical clearance after completion of the project will be as shown on Drawing No. 24361 and will equal or exceed the minimum clearance required by the PUC. During construction it will be necessary to require an impaired vertical clearance of 21'6" between top of rail and bottom of falsework, and a minimum horizontal clearance of 9'6" to the right and 9'0" to the left of the centerline of track.

X

That the proposed project is located in the NW¼ NE¼ of Section 29, Township 2 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 3rd day of July, 1969.

STATE OF OREGON, by and through its
State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Amended Application is true as I verily believe.

Ivan D Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 3rd day of July, 1969.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing Amended Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
UT JUL 7 - 1969

FOR FILIN
I-205-7(14)279
7389

7615
7628

July 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Re: Park Place Interchange
Park Place O'Xing of SPRR
Gladstone-Oregon City Section
East Portland Freeway - I-205
Bridges No. 9750 and 9727
Gladstone Interchange
Bridge No. 9757

Dear Sir:

We have reviewed the comments in your letters dated June 19 and June 25 regarding approval of sidewalks on the subject structures.

Your letter of June 19 indicates that Mr. Schroeder's memorandum dated June 9 supports the fact that some provision for getting pedestrians across I-205 is justified. Your letters also request that studies of separate pedestrian overpasses be made.

We feel, as outlined in Mr. Schroeder's report, that present and future developments in the area through which I-205 passes from Park Place north to the Sunnyside Road Interchange, warrant having a sidewalk on at least one side of all structures.

In addition, we feel that in this same area some pedestrian overcrossings will be required. A study of the number required and their locations is now being made by our Traffic Division and will be forwarded to you.

Farther north on I-205 the densely developed areas which will be severed by I-205 will undoubtedly require sidewalks on both sides of many of the overcrossings, as well as separate pedestrian structures at appropriate locations.

The estimated cost of providing a sidewalk on the two structures in the Park Place Interchange area is $25,000. Our estimated cost of a pedestrian overpass located just north of the interchange is $130,000, exclusive of the costs of providing adequate sidewalks to connect to the facility.

It is our opinion that most pedestrians will take the shortest available route, even though it may involve walking on a bridge deck. In the interest of safety, we must maintain our stated position that the subject structures should have a sidewalk on one side.

We request that provision for a sidewalk on one side of the subject structures be approved and construction of pedestrian overcrossings be subject to the results of the above-mentioned study.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. B. Crandall

LLW:jf ja

[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 25, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)303
Gladstone Undercrossing
Preliminary Bridge Plans

I have reviewed the preliminary plan data submitted with Mr. Merchant's June 13, 1969 letter and have the following comments.

The structure type and size appear adequate. Mr. Schroeder's July 9, 1969 memorandum appears to support the need for sidewalks; however, we refer you to my letter to Mr. Cooper dated June 19, 1969 on this subject. Before final approval can be given for sidewalks please furnish me with your studies for both Gladstone and Park Place on this subject.

RECEIVED
BRIDGE
AM PM
7,8,9,10,11 [illegible] 3,4,5,6

[illegible]
R S

[illegible]

RECEIVED
JUN 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 19, 1969

In reply refer to: 08-35.6

Edwards

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Park Place - Gladstone Sidewalk
Justification

Your letter of June 12, 1969 signed by Mr. Edwards furnished adequate support for sidewalks on the subject structures. It appears that by widening the shoulder around the guardrail end and constructing an asphaltic concrete walkway, sufficient protection for the pedestrians can be obtained. Please note that at ramp terminals a designated walkway must also be provided to prevent confusion between the pedestrian and motorist.

The route across the structure appears to be quite circuitous in view of apparent desire. Perhaps a separate pedestrian crossing might be economical if combined with the ramp signing. Please study this alternate and/or a separate pedestrian alternate and report your findings. The comparison between alternates may assist you in your selection of the most desirable solution.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 2 PM
7,8,9,10,11,12,1,2,3,4,5,6

[illegible]
c RJE
cc [illegible]

RECEIVED
JUN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 26 1969

I-205-[illegible]
73[illegible]

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 24, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Industrial Development
Park Place Interchange
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County
YOUR FILE: 322
O-O-68-24

Gentlemen:

This is in reply to your letters of April 3 and April 29, 1969, concerning this subject.

The State acknowledges the fact that the property easterly of the interchange area is to be developed for industrial purposes in the forseeable future. However, we are not in a position to agree at this time to the manner and number of crossings which will be allowed to serve this area with tracks. The grade of the proposed "E" Line will be such that a grade crossing could be constructed at the location indicated on your Drawing No. F-1139, Revised March 31, 1969. However, we would propose that you redesign your plan to the extent that there will be only one track crossing the "E" Line rather than two, as shown on that drawing. Any crossing proposed will have to be handled with the Public Utility Commissioner and the Highway Commission at the time construction is actually anticipated and made subject to whatever conditions exist at that time.

With regard to the additional horizontal clearance requested in the third paragraph of your April 3 letter, this change has been incorporated into the revised PUC Drawing.

With regard to the drainage situation covered in the 4th paragraph of that letter, we have examined your proposal, agree that it is a more practical solution to this problem, and have incorporated your proposal into our construction plans. We understand that we will be required to jack the pipe through your embankment under the track area only 12 feet each side of center line of track. Adequate shoring will be provided to retain the fill during installation.

With regard to the last paragraph in your April 3 letter, the easements shown on your drawing F-1139 in shaded outline will be conveyed to Clackamas County. The easement for the overcrossing, shown in hatched outline, will be conveyed to the State, since the "E" Line will be under State jurisdiction. Descriptions and prints of these revised easements will be submitted to you as they become available.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: Tom Edwards (w/copy of SPRR letters and map)
F. B. Klaboe "
I. D. Merchant "
D. J. Barbee "
Jack Sollis "
L. W. Rulien "
R. H. Rumbolz "

NOTED
TOM EDWARDS

RECEIVED
JUN 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

April 29, 1969

322
0-0-68-24

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to my letter of April 3, regarding proposed Park Place Interchange overcrossing project near Park Place.

We have requested an extension of 45 days to and including June 16 to make our answer to the PUC in connection with your application. The reason for this extension of time was so that we could be furnished the information requested in our letter of April 3.

Please advise this office how soon we will receive this information so that we may handle for our formal authority in connection with this PUC application.

Yours truly,

A W Kilborn

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
APR 30 1969
CONSTRUCTION
DIVISION

Swan
Glenn
Litchfield
Gallagher
Stein

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
E. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

April 3, 1969

.322
0-0-68-24

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
APR 7 1969
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to phone conversation with member of our Engineering Department regarding trackage to serve adjacent industrial area in the vicinity of proposed overhead at Park Place.

The owner of property on east side of proposed access from Clackamas Highway to new Highway (I-205) to the north has approximately 120 acres that he wishes to develop into an industrial area and to be served by rail facilities in the future, possibly 5 or 10 years. In order to serve the proposed industrial area, it will be necessary to cross proposed highway access road and there will have to be a written understanding as to location, type of crossing and the crossing of access road between Southern Pacific Company, Industrial Property owner and public body having jurisdiction whether Clackamas County or Oregon State Highway Department. Attached is print of Oregon Division Drawing F-1139, revised March 31, 1969, showing proposed location of spur tracks to serve industrial area.

In addition, confirming phone conversation, it was requested that minimum horizontal clearance of 9 ft. from centerline of track be maintained during construction period of Highway Overpass for falsework due to curvature of Main Line, instead of 8 ft. 6 in. as stated in PUC application, file SXF 484, known as Park Place Interchange Overcrossing Project. Also, it is recommended that future track center be increased and shown as 15.5 ft. for the same reason as stated above.

In connection with drainage, we note State intends to pass drainage into our existing 36 in. CMP. State also intends to install a Type "A" manhole at outlet end of our existing CMP from which an additional 50 ft. of 36 in. pipe culvert will be installed to clear south embankment fill of proposed overpass. We feel that this proposal will create a cleaning and maintenance problem whereas, if State would place a 36 in. CMP under and skewed to Main Line about 30 ft. west of our present culvert pipe, as shown colored red on attached drawing F-1139, it would not be necessary to install manhole and additional pipe thereby making easy access for cleaning and maintaining drainage. This proposal would subsequently entail our abandonment of existing 36 in. CMP structure No. 757.03.

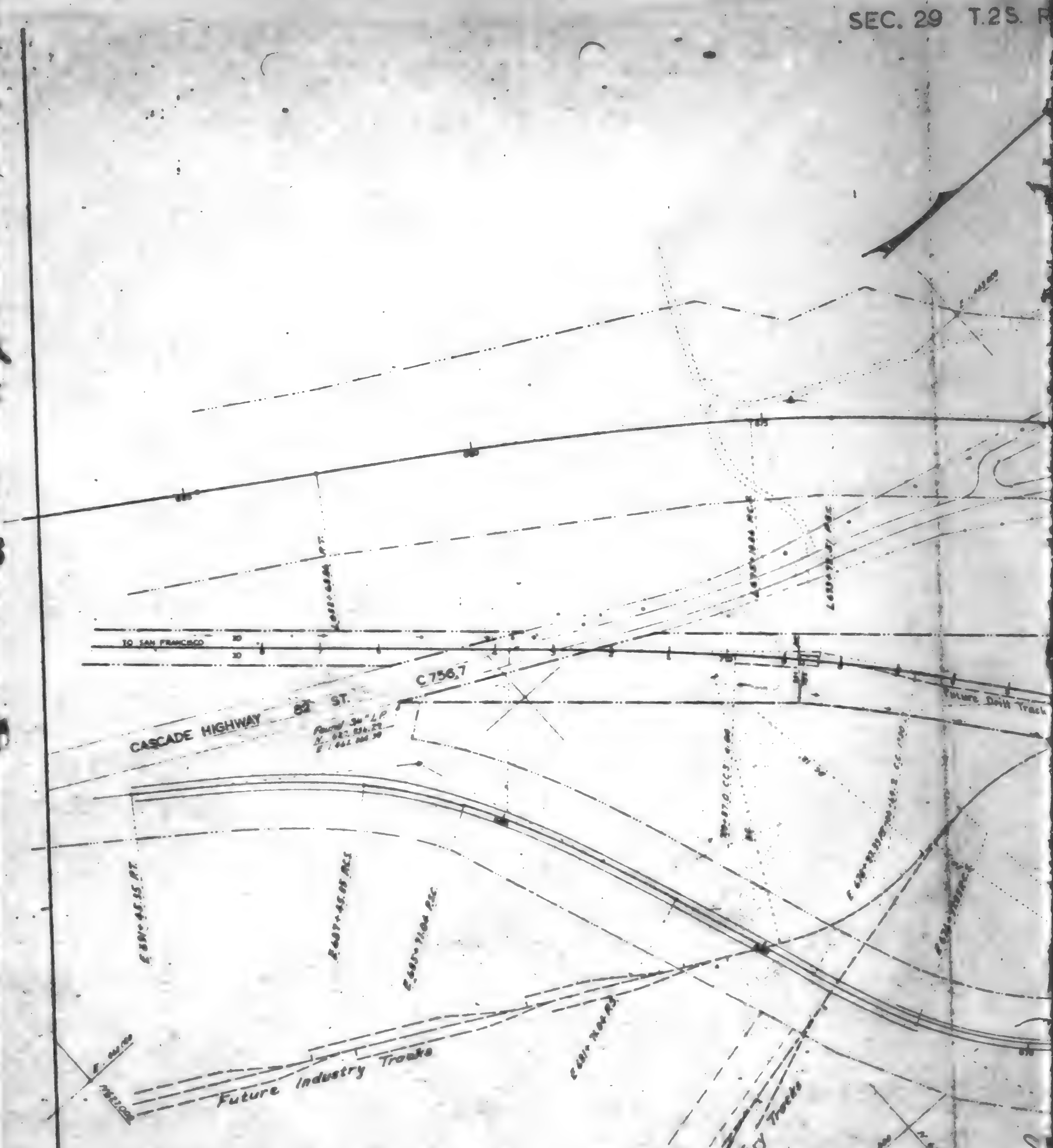
Also included in our drawing F-1139 shown hatched and shaded, for your review and comment, areas of easements needed for construction of highway overpass and interchanges. If easement areas as shown are adequate for State's use, please advise to whom various easements will be conveyed, whether to Clackamas County or State of Oregon, and final jurisdiction thereof. Upon acceptance or revision of easement areas, please furnish descriptions and prints so that we may submit for Management's approval.

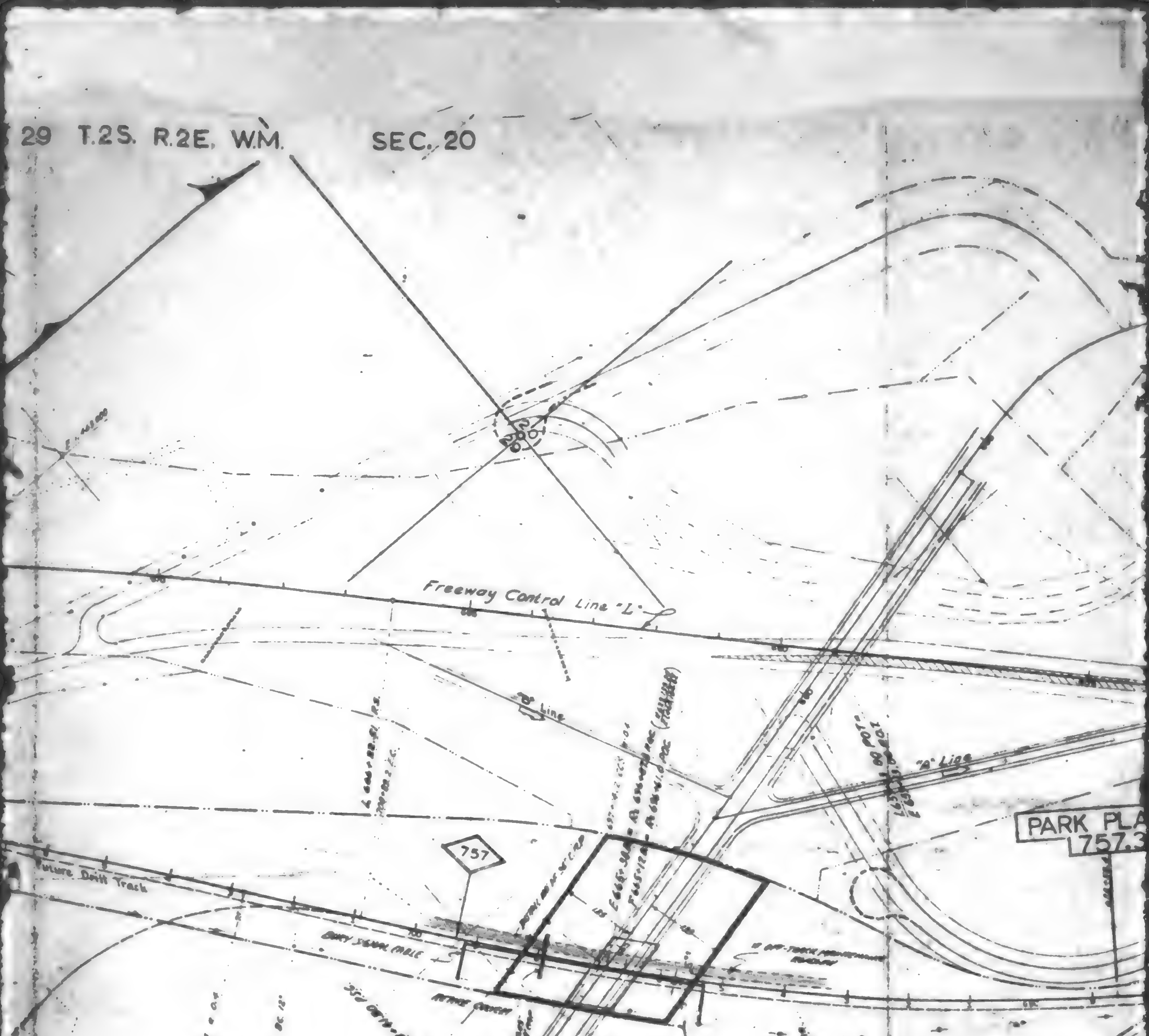
Yours truly,

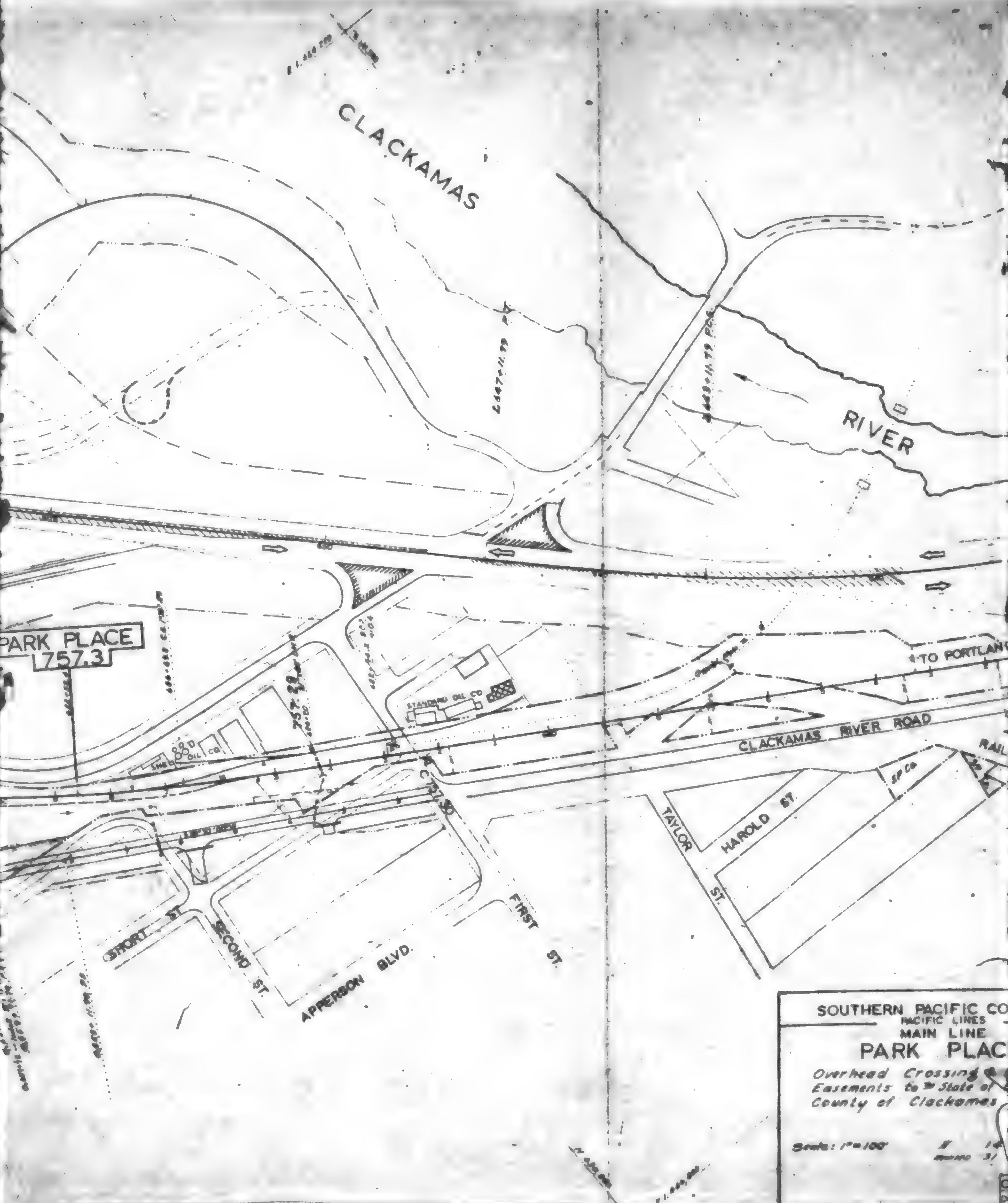
A.W. Kilham

Attach.

Copies to ID Merchant
DJ Barbee
FD Morgan
JL Sollis


SEC. 29 T.2S. R
TO SAN FRANCISCO
30
30
C 756.7
CASCADE HIGHWAY
82 ST.
Found 3/4" I.P.
Future Drill Track
Future Industry Tracks
Future Industry Tracks
LEGEND
RED SHOWS NEW WORK
YELLOW SHOWS SHIFT OR RETIRE
DASHED SHOWS FUTURE TRACKAGE
SHOWS EASEMENT FOR OVERHEAD
SHOWS PROPERTY TO BE SOLD
SHOWS S.P. CO. PROPERTY LINE.

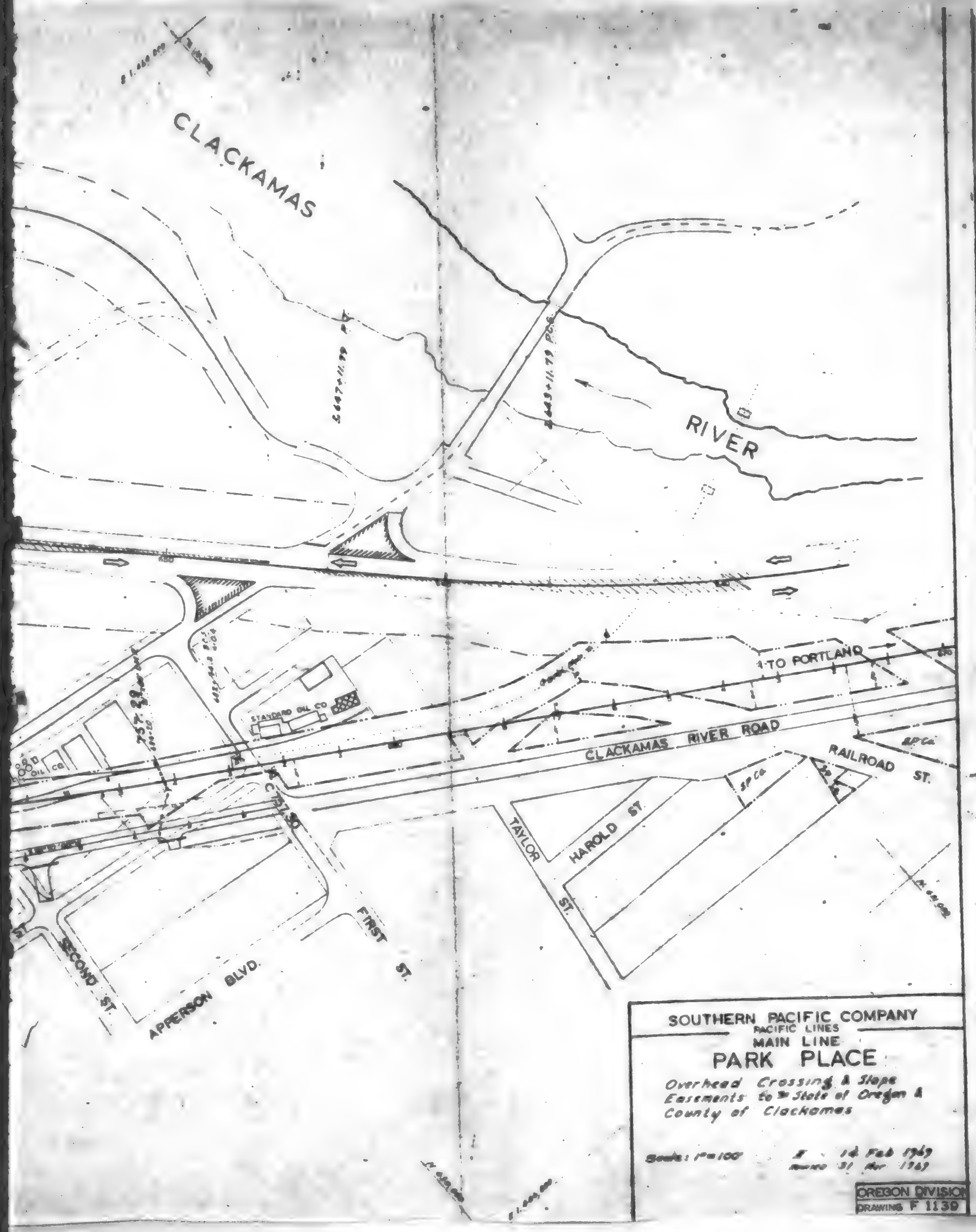

29 T.2S. R.2E. W.M.
SEC. 20
Freeway Control Line "L"
"A" Line
757
PARK PLA
757.3
Future Drill Track
DEPOT ST.



SOUTHERN PACIFIC CO
PACIFIC LINES
MAIN LINE
PARK PLAC

Overhead Crossing
Easements to the State of
County of Clackamas

Scale: 1" = 100'



SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE
PARK PLACE

Overhead Crossing & Slope Easements to the State of Oregon & County of Clackamas

Scale: 1"=100'
14 Feb 1969
Revised 31 Mar 1969

OREGON DIVISION
DRAWING F 1130

RECEIVED
JUN 16 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I 205-7(14) 309
7381

June 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: Gladstone Interchange
Gladstone Intch.-Oregon City
Intch. Section
East Portland Freeway, I-205
Clackamas County
Bridge No. 9757

Dear Sir:

Enclosed are two prints each of Drawings Nos. 24555 and 24665, the Vicinity Map and Preliminary Plan and Elevation drawing for the Gladstone Interchange structure on the subject section of Interstate 205.

A two-span post-tensioned concrete box girder with reinforced concrete slab span approaches is proposed for this crossing. The roadway width of the structure is 60 feet (2 - 16' thru lanes, a 16' left-turn refuge, and 6' shoulders both sides). A sidewalk is planned on the north side of the structure to provide pedestrian access to each side of the freeway. Two copies of a letter from our Traffic Division setting forth justification for this sidewalk is enclosed herewith.

The foundation investigation at the site has not been completed. When this data is available copies will be forwarded to you.

The estimated cost of the proposed structure, including an allowance for engineering and contingencies is $650,000. An alternate plan for a two-span steel structure was made and was estimated at $740,000.

NOTED
TOM EDWARDS

The above data is transmitted herewith as a preliminary submission on this project for your approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:jr
Attachments

cc: Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
JUN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
JUN 12 1969

FOR FILING

I-205-7(14)299
7389

June 12, 1969

7504

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Park Place Interchange
Park Place O'Xing of SPRR
Gladstone-Oregon City Section
East Portland Freeway, I-205
Bridges No. 9750 and 9727

Dear Sir:

Your letter of May 12 requested justification and a layout of the proposed walk treatment on the approaches to the subject structures.

Attached are two copies of a letter from our Assistant Traffic Engineer explaining the need for a sidewalk on these two structures, as well as other structures on I-205. Also attached are two prints of a drawing showing the treatment at the end of the structures.

Based on the above-mentioned information, we request that you approve the addition of a sidewalk on the north side of each of the subject structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

LLW:jr ja

FORM [illegible] (12-67)

9715N
9719
9718

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 9, 1969

SUBJECT: Sidewalk Justification on I-205 Interchange Structures

To: Len Wallace
Chief Design Engineer
Bridge Division
BUILDING

In accordance with your request we obtained pedestrian counts at Park Place and Gladstone where future interchanges will be constructed for I-205. These counts revealed 19 pedestrians presently crossing the highway at each location.

Due to the past trend of commercial and residential development occurring adjacent to freeway interchanges, we believe that pedestrian traffic will increase after I-205 is constructed. As an illustration of the development which occurs at freeway interchanges the Market Street Interchange on I-5 bypassing Salem is an excellent example.

With regard to future development on the I-205 interchanges, a shopping center is proposed for the Northwest side of the Park Place Interchange which will attract pedestrians from the residential area East of Park Place Interchange. At Gladstone Interchange, the residential area East of the interchange will be attracted to the City of Gladstone. At Clackamas Interchange a Fred Meyer Shopping Center is proposed for the Southeast quadrant attracting pedestrians from the residential area West of the Clackamas Interchange.

At the Lake Road Interchange industrial development is proposed East of the interchange and a K-Mart Shopping Center will be located West of Lake Road Interchange. The Sunnyside Road Interchange will have school children pedestrians destined for the Dale Ickey's Junior High School and the Harmony Grade School. The area adjacent to the interchanges North of Sunnyside Road is densely developed and undoubtedly will require sidewalks on the structures to safely accommodate pedestrian traffic.

In summary, either the existing or proposed future development adjacent to the interchanges on I-205 from Oregon City North is sufficient to warrant sidewalks on at least one side of each structure.

R. L. Schroeder
Assistant Traffic Engineer

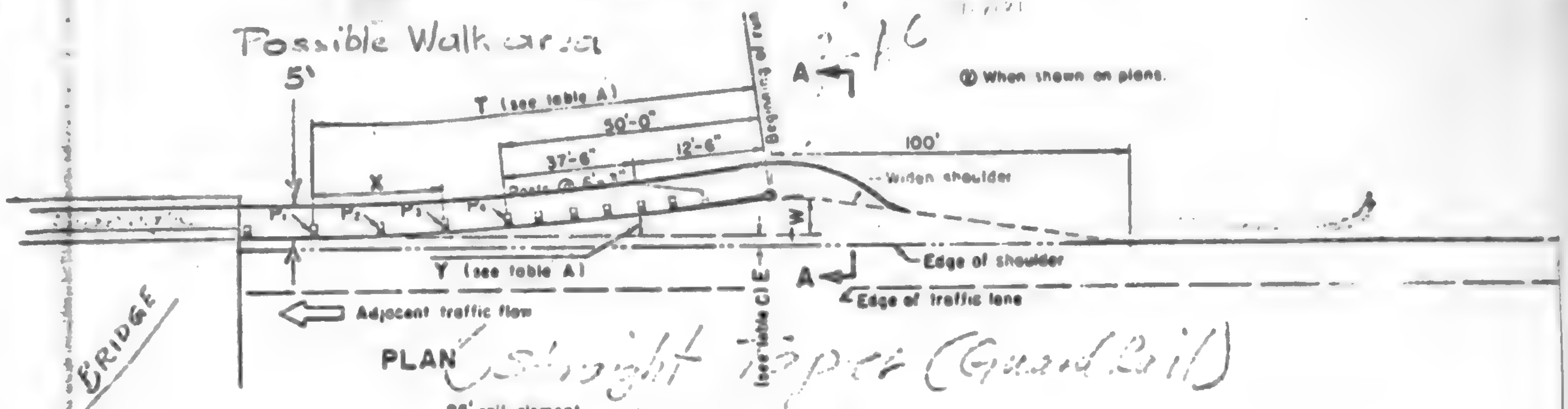
JH:sw

NOTED
L. L. WALLACE

SPECIAL TERMINAL®

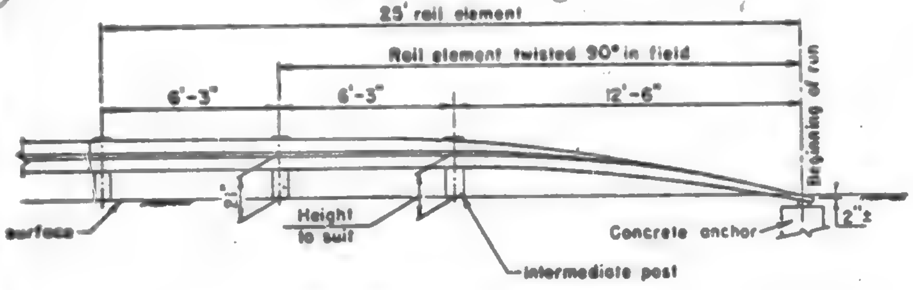
Possible Walk area

2-1C

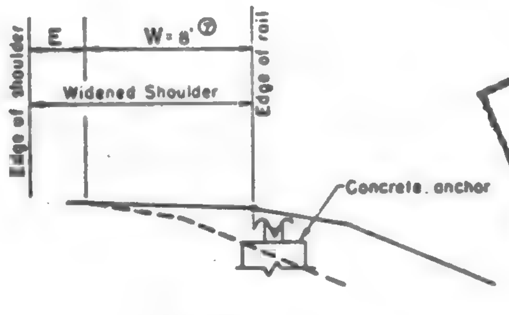


② When shown on plans.

PLAN (Straight taper (Guard Rail)



ELEVATION



SECTION A-A

TABLE C

HIGHWAY	E Feet
FREEWAY	2●
NON-FREEWAY	0△

●E=0' at median shoulder

△E=2' at ends of structures.

① 'E' & 'W' offset area to be paved only at locations where asphalt concrete curb is constructed.

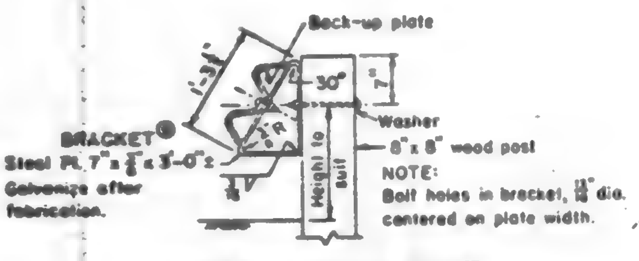
TABLE A

POST	W in feet											X
	4.00	5.00	6.00	7.00	8.00	9.00	10.00	12.00	14.00	16.00	18.00	
	Y in feet											feet
P1	0	0	0	0	0	0	0	0	0	0	0	0
P2	0.25	0.20	0.17	0.14	0.12	0.14	0.16	0.19	0.22	0.25	0.28	12.5
P3	1.00	0.80	0.67	0.57	0.50	0.56	0.63	0.75	0.88	1.00	1.13	25
P4	2.25	1.80	1.50	1.29	1.13	1.27	1.41	1.69	1.97	2.25	2.53	37.5
P5	4.00	3.20	2.67	2.29	2.00	2.25	2.50	3.00	3.50	4.00	4.50	50
P6		5.00	4.18	3.58	3.13	3.52	3.91	4.69	5.47	6.25	7.03	62.5
P7			6.00	5.15	4.50	5.06	5.63	6.75	7.88	9.00	10.13	75
P8				7.00	6.13	6.89	7.66	9.19	10.72	12.25	13.78	87.5
P9					8.00	9.00	10.00	12.00	14.00	16.00	18.00	100
	T in feet											
	50	62.5	75	87.5	100							

For W greater than shown use $Y = W\frac{X^2}{T^2}$ and

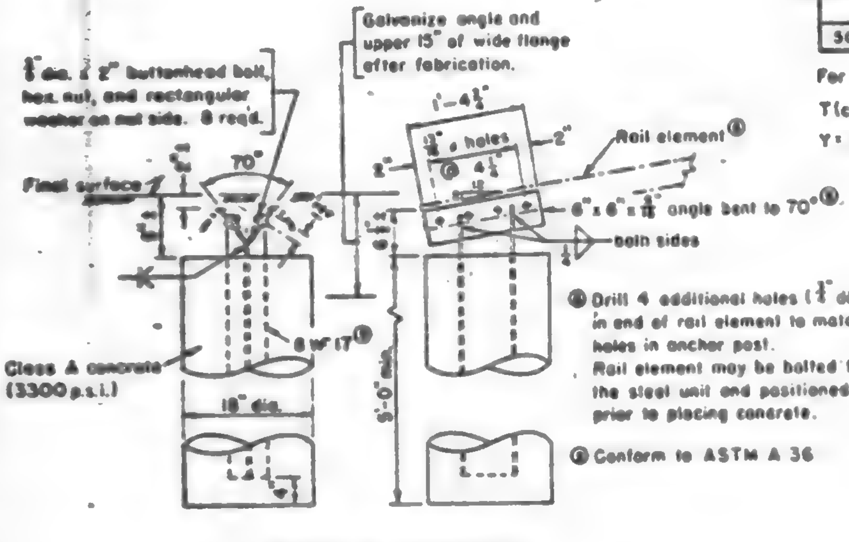
T(closest multiple of 12.5') = 87.5' + W.

Y = Offset distance to face of rail.



NOTE:
Bolt holes in bracket, 13/16" dia. centered on plate width.

INTERMEDIATE POST


Galvanize angle and upper 15" of wide flange after fabrication.
⅝" dia. x 2" buttonhead bolt, hex nut, and rectangular washer on nut side. 8 req'd.
1'-4½"
13/16" ø holes
2"
2"
@ 4½
Rail element④
Final surface
70°
6" x 6" x 7/16" angle bent to 70°⑤
both sides
K
8 W 17⑤
Class A concrete (3300 p.s.i.)
18" dia.
5'-0" min.

④ Drill 4 additional holes (¾" dia.) in end of rail element to match holes in anchor post.
Rail element may be bolted to the steel unit and positioned prior to placing concrete.

⑤ Conform to ASTM A 36

CONCRETE ANCHOR

Note

Gladstone — ... on

Park Place

FOR STUD

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 12, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE
EDWARDS ✓

SUBJECT: Oregon I-205
Park Place Interchange

I have recently received prints of the approved interchange layouts for the above interchange.

A notation has been added to the prints that was not shown on the tracing approved by this office. This notation indicates that a 5-foot sidewalk will be constructed on both the highway and railroad structures.

I have not received any justification for the addition of the sidewalk shown and do not have any details how the pedestrian will be taken care of on the roads approaching the structures in question.

Before this office can concur in the construction of the sidewalk in this area adequate justification should be furnished along with a layout of the proposed walk treatment on the approaches to the structures.

RECEIVED
OREGON STATE HIGHWAY
BRIDGE DIVISION
AM MAY 15 PM
7,8,9,10,11,12,1,2,3,4,5,6

Len Haller -
discuss

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 2 - 1969
FOR FILING

I-205-1(14)277
7389

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1969

SUBJECT: Clackamas River Bridges
East Portland Freeway I-205
Bridge No. 8837A

To: L. H. Young
Program & Planning Engineer

BUILDING

Attention: W. H. Tebeau
Preliminary Studies Engineer

The construction of I-205 immediately north of Oregon City requires the reconstruction of the Clackamas River Bridge No. 8837A to present day freeway standards. I am enclosing a print of Drawing No. 24663 which is a plan and elevation of the proposed construction. The plan indicates the widened portion to be carried on single column piers skewed to the same line that the original piers were constructed to.

In the widening of these structures it would be very preferable to be able to place the new pier shaft on radial lines. Drawing No. 24663 indicates as Location A the pier shaft skewed with the stream. Location B indicates the construction of the new shaft on radial lines. Will you please study this problem from the standpoint of hydraulics and advise if there will be any detrimental effects to stream flow, backwater head, etc., with the new pier shaft at Location B.

It should be noted that in the developed elevation a strut is indicated between pier shafts between Elevations 26 and 35. This strut would only be required at new pier Location A, as at pier Location B the cantilever cross beams can be tied together to provide lateral stability.

I am returning herewith a loose leaf folder containing pictures of the 1964 Christmas flood and a series of 9x9 aerial photographs previously borrowed from your office.

Please feel free to consult with Mr. Wallace or myself regarding the above mentioned assignment as to Locations A and B for the new column shaft. If at all possible, we would like to have this matter resolved and your recommendation by the 9th or 10th of June so that we may proceed with the final design.

Ivan D. Merchant
Bridge Engineer

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

IDM:jf
cc: Tom Edwards
F. B. Klaboe
L. L. Wallace

RECEIVED
MAY 26 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 21, 1969

In reply refer to: 08-35.6

I-205-7(14)277
7389

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon by Hatfield

SUBJECT: Oregon Project I-205-7(-)290
Main Street Overcrossing
Preliminary Structure Plans

My memorandum of April 14, 1969 requested that additional studies be made in an attempt to reduce the cost of this structure.

The need for the structure was established in an approved City Agreement dated November 23, 1965. The cross section geometry at the site, as pointed out in your May 9, 1969 letter, does not lend itself to construction of a rigid frame type structure.

In view of the foregoing I hereby approve the preliminary bridge plans originally submitted March 27, 1969.

NOTED
TOM EDWARDS

Tom Young
5-26-69

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 21, 1969

In reply refer to: 08-35.6

I-205-7(14)299
7389

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon by

SUBJECT: Oregon Project I-205-7(-)290
Main Street Overcrossing
Preliminary Structure Plans

My memorandum of April 14, 1969 requested that additional studies be made in an attempt to reduce the cost of this structure.

The need for the structure was established in an approved City Agreement dated November 23, 1965. The cross section geometry at the site, as pointed out in your May 9, 1969 letter, does not lend itself to construction of a rigid frame type structure.

In view of the foregoing I hereby approve the preliminary bridge plans originally submitted March 27, 1969.

NOTED
TOM EDWARD..

Copy to Tom Young 5-26-69

RECEIVED
MAY 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 16 1969
FOR FILING

Form [illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(14)279

7389

DATE: May 12, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE
EDWARDS
5-14-69

SUBJECT: Oregon I-205
Park Place Interchange

2873

I have recently received prints of the approved interchange layouts for the above interchange.

A notation has been added to the prints that was not shown on the tracing approved by this office. This notation indicates that a 5-foot sidewalk will be constructed on both the highway and railroad structures.

I have not received any justification for the addition of the sidewalk shown and do not have any details how the pedestrian will be taken care of on the roads approaching the structures in question.

Before this office can concur in the construction of the sidewalk in this area adequate justification should be furnished along with a layout of the proposed walk treatment on the approaches to the structures.

T
5-15-69

Barber
By Asst. State Hwy. Engr.
R/10

NOTED
TOM EDWARDS

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY [illegible] 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7([illegible])277

7425

May 9, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Re: Main Street O'Xing
Oregon City-Gladstone Section
East Portland Freeway I-205
Clackamas County
Bridge No. 9702

As per your request we have compared the estimated cost of a single span structure with abutments to the proposed 3-span box girder type of structure.

Our estimate of the single span structure is based on locating the faces of the abutments 10' from the curb line of the 40' wide ML_2 roadway. There is approximately 11' of difference in the deck elevations across the freeway which would result in counterforted walls and abutments in excess of 36' in height at the south side of the structure.

Based on approximate quantities the single span structure on abutments is estimated to cost approximately $672,000 compared to the revised estimated cost of $710,000 for the 3-span box girder structure. We feel that the expenditure of the additional $38,000 (5½% additional) is justified for the following reasons.

1. The columns of the 3-span structure would be located 10' further from the roadway and up the end embankment slopes. This would be desirable in the interest of safety.

2. The daytime light level underneath the single span structure would be much lower then underneath the 3-span structure.

NOTED
TOM EDWARDS

3. The appearance of the box girder structure would be much more pleasing to the eye then the single span structure. The variation in clearance from 17 to 28 feet over the ML_2 roadway would be more detrimental to the appearance of the confined single span structure then to the open 3-span structure.

4. The 3-span structure would permit approximately 14' more for future widening of the ML_2 roadway then would be possible with the single span structure.

Our foundation investigation indicates that piling will be required at this site. Copies of the foundation report will be forwarded as soon as they are available.

For the reasons stated above we request that you approve the 3-span box girder plan as previously submitted.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW:jf

cc: Tom Edwards
V. E. Skoog
L. H. Young

bc: T. C. Reake
L. L. Wallace
W. J. Hart

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

Edwards
Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 14, 1969

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Main Street Overcrossing
East Portland Freeway - Bridge No. 9702

We have made a preliminary review of the subject structure and find that it is extremely costly in comparison to a closed abutment structure with the abutments located behind the proposed sidewalks of Main Street.

Please indicate if you have considered this type and what your cost estimate was.

RECEIVED
OREGON STATE HIGHWAY
BRIDGE DIV
APR 1 5
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

Copy to Barbee
4-16-69

RECEIVED
MAY 1 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Ivan
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Discuss
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cc [illegible]

NOTED
L. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 15 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14)-19
7389

May 9, 1969

1419

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

Subject: Park Place Interchange Structures
Oregon City-Gladstone Section
East Portland Freeway, I-205
Clackamas County
Br. No. 9750 and 9727

Enclosed are two prints each of revised Drawings 24556, 24563, 24361, 24362 and 24650 the Vicinity Maps, Plan and Elevation and Typical Section for the two structures in the Park Place Interchange. These prints are submitted as a revised preliminary submission on this project. The revision reflects the new interchange pattern at this site.

The types of structures proposed are the same as set forth in the original submission of March 27, 1969. The length of the interchange structure and the roadway width of both structures have been revised to conform with the new interchange pattern. A five foot sidewalk has been added to the east side of each structure. Existing and projected development in this vicinity warrant the addition of sidewalks to provide pedestrian access to each side of the freeway.

Two copies of the foundation data sheets plus the Foundation Engineers recommendation for the two structures are also included herewith.

NOTED
TOM EDWARDS

The revised estimated cost of the two structures including an allowance for engineering and contingencies is:

Park Place Interchange	$630,000
Park Place Overcrossing of SPRR	$400,000

Your early comments and approval on this preliminary submission are requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
By
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Chief Bridge Design Engineer

WJM:amd
cc
✓Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
MAY 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 13 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAY 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Edwards
cc KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 11, 1969

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: I-205-7(2)303
Park Place Interchange Section
Preliminary Structure Plans

Mr. Merchant's letter of March 27, 1969 submitted preliminary plans for the structure at the Park Place Interchange across I-205 and the SPRR track.

We have no objection to the plans as submitted; however, we find that you are contemplating an increase in roadway width and would appreciate a new submission to clarify this item. Also, we find that there is no foundation data submitted and we would appreciate this information.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 15 1969 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
L. L. WALLACE

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Ivan Klaboe
cc yours

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9750
9727

NOTED
C A GARDNER

March 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: Park Place Interchange Structures
Oregon City-Gladstone Section
East Portland Freeway, I-205
Clackamas County
Bridge No. 9750 & 9727

Dear Sir:

Enclosed herewith are two prints each of Drawings Nos. 24556, 24563, 24361 and 24362 - the Vicinity Maps and Plan and Elevation Drawings for the two structures in the Park Place Interchange within the subject section of Interstate 205.

As indicated on Drawing No. 24362, a 2-span continuous post-tensioned concrete box girder with reinforced concrete false abutment approach spans is proposed for the Park Place Overcrossing of Interstate 205.

The Park Place crossing of the main line of the Southern Pacific Railroad, as shown on Drawing No. 24361, will be made via a 3-span reinforced concrete box girder structure.

Both structures will have a 60-foot roadway. There are two 16-foot through lanes, a 16-foot left-turn refuge and 6-foot shoulders each side to make the total of 60 feet.

The foundation investigation at these sites has not been completed. When this data is available copies of it will be forwarded to you.

The estimated cost of the structures, including allowance for engineering and contingencies is:

NOTED
[illegible]

[illegible] WALLACE

Park Place Overcrossing of I-205	$475,000
Park Place Overcrossing of SPRR	$270,000

The above data on the two structures is transmitted herewith as a preliminary submission for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:jr
Attachments

cc: Tom Edwards
L. H. Young
C. H. Maison

bcc: T. C. Roake

NOTED
W. J. HART

RECEIVED
MAR 31 1969
FOR

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(14)279
7389

March 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subject: Main Street Overcrossing
Oregon City-Gladstone Section
East Portland Freeway, I-205
Clackamas County
Bridge No. 9702

Dear Sir:

Enclosed herewith are five prints each of Drawings Nos. 24557, 24590, 24591 and 24592 - the Vicinity Map and Plan, Elevation and Typical Section for the I-205 Overcrossing of Main Street on the subject section of I-205.

A conventional 3-span reinforced concrete box girder is proposed for this crossing. The roadway width varies due to presence of on and off ramps on the structure. The main freeway section at the structure consists of four 12-foot lanes with a 16-foot median. The roadway width on the structure allows for the full shoulder width of the ramps to be carried across the structure.

The foundation investigation at the site has not been completed. When this data is available copies will be forwarded to you.

The estimated cost of the structure including an allowance for engineering and contingencies is $800,000.

The above data is transmitted herewith as a preliminary submission on this crossing for your comments and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WJH:jr
Attachments
cc: Tom Edwards
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

March 14, 1969

Clackamas County Board of
  Commissioners
Courthouse
Oregon City, Oregon 97045

Attention Mr. John McIntyre
Director of Public Works

FAS Cancellation
Park Place Interchange Section
Clackamas River Road
FAS 131

Gentlemen:

Subject project was requested by Clackamas County in the summer of 1968 and approved by the Highway Commission as a county FAS project at the August 20, 1968 meeting.

However, after a request by the Highway Department, the Bureau of Public Roads has consented to doing this project with interstate money along with the Gladstone Interchange. This project, therefore, is now cancelled as a Clackamas County FAS project and is to be done with interstate funds.

Very truly yours,

H. S. Cox
County and City Engineer

By
HR
Harold Reynoldson
Planning Engineer

NOTED
HAROLD
REYNOLDSON

HR:cb

cc L. W. Rulien

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

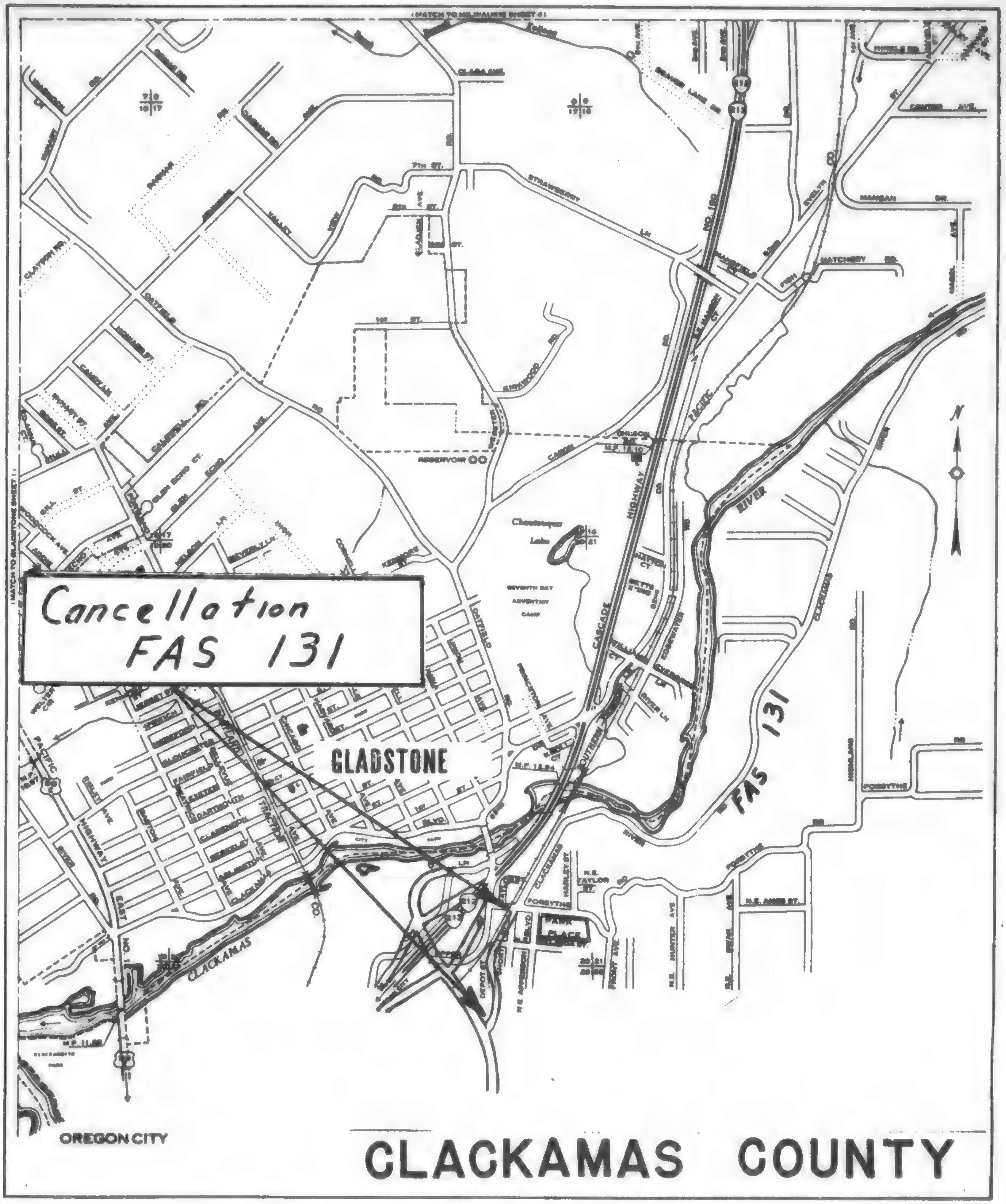
CLACKAMAS COUNTY
PROJECT CANCELLATION (1969 Funds)

FAS 131 - Clackamas River Road; Park Place Interchange Section;
grade, drain, base and pave, 1700 feet - $130,000.

This project was approved by the Highway Commission at the August 8,1968 meeting as an FAS project for Clackamas County. However, after a request by the State Highway Department, the Bureau of Public Roads has consented to incorporate this project with the interstate section of Gladstone Interchange-Oregon City Interchange.

All costs for survey work for this project will be charged to interstate not Clackamas County.

69-b
2/14/69



Cancellation
FAS 131

CLACKAMAS COUNTY

I-205-1(14)-11
7-27

March 12, 1969

The Honorable John J. Inskeep
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Inskeep:

Reference is made to the recent meeting in my office concerning the Abernathy Creek box culvert in Oregon City.

I am pleased to advise you that we have received approval from the Bureau of Public Roads to "extend the structure to carry a minimum 2-lane facility".

As we agreed during our meeting, the State would be responsible for rough grading the roadway to the box culvert with the City assuming the responsibility of finishing the roadway under its development plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: The Honorable George Eivers, State Senator
The Honorable R. H. Conrad, Mayor, Oregon City
The Honorable G. T. Danielson, City Commissioner
Alfred Simonson, City Manager
John B. Donahue, City Engineer
Frank McElroy, Oregon City, 800 Main Street
Robert Wievesick, Oregon City, 1019 7th Street

bc: Forrest Cooper
R. L. Porter
D. J. Barbee - Enc
L. H. Young - Enc

FORM FHWA-121A (2-68)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Klabo

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 10, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290
Oregon City Marina, Oregon City Interchange
East Portland Freeway
Clackamas County

Reference is made to Mr. Klaboe's letter of March 3, 1969 requesting extension of the Abernathy Creek box culvert to accommodate a projected 30-foot roadway.

Under the terms of IM 80-3-68, paragraph 3, we can confirm it is appropriate to extend the structure to carry a minimum 2-lane facility. Anything beyond this rough graded roadway would of necessity become the responsibility of the City under their development plan.

If considered appropriate we will comment on the Clackamette Park report when our review is completed.

3-12-69

copies to Young
Barbee
Cox

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 5 - 1969
FOR FILING

I-205-7(1-1)279
7387

March 4, 1969

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed cancellation of a Federal-aid Secondary project in Clackamas County.

The project for which this cancellation is requested is called the Park Place Interchange Section of the Clackamas River Road and was approved by the Highway Commission at the August 8, 1968 meeting for the amount of $130,000.

This project now is to be constructed with Interstate funds along with Gladstone Interchange on I-205.

Since the preliminary engineering which was done for this project can be utilized in the Interstate work, the County will not be required to pay for this work.

This cancellation will be on the agenda for the March 11 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attach.

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
E. S. Cox
F. D. Morgan
F. D. Morgan
L. W. Rulien

HR:eb fn

PROPOSED FISCAL YEARS 1969 & 1970 COUNTY FAS PROJECTS

County	FAS	Section & Description	Programmed Amount	FAS Funds

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

County	FAS	Section & Description	Programmed Amount	FAS Funds
Clackamas	131	Clackamas River Road Park Place Interchange Section Grade, drain, base and pave. (Project being transferred from county to interstate.)	$130,000	
		TOTAL CANCELLATION	$130,000	

SUMMARY BY FISCAL YEARS	1969	1970	TOTAL
Allocated Funds	$3,969,000	$5,089,000	$9,058,000
Approved Projects (corrected to date)	2,182,000	--	2,182,000
Unprogrammed Balance	1,787,000	5,089,000	6,876,000
Projects Cancelled 3/11/69	130,000	--	130,000
Unprogrammed Balance	$1,917,000	$5,089,000	$7,006,000

69-b
2/28/69

CLACKAMAS COUNTY
PROJECT CANCELLATION (1969 Funds)

FAS 131 - Clackamas River Road; Park Place Interchange Section; grade, drain, base and pave, 1700 feet - $130,000.

This project was approved by the Highway Commission at the August 8,1968 meeting as an FAS project for Clackamas County. However, after a request by the State Highway Department, the Bureau of Public Roads has consented to incorporate this project with the interstate section of Gladstone Interchange-Oregon City Interchange.

All costs for survey work for this project will be charged to interstate not Clackamas County.

69-b
2/14/69

RECEIVED
MAR 6 - 1969

MEMO TO FILES:
March 4, 1969

I-205-7
1389

Gladstone Interchange
I-205
City of Gladstone

NOTED
R. L. PORTER

Mr. L. W. Rulien, Mr. R. T. Ewen and the writer met with Mr. L. A. Stroble, City Administrator of Gladstone, pertaining to the pending construction of subject section, tentatively scheduled for the November 1969 bid letting.

Under date of October 6, 1966, City and State entered into a supplemental agreement on subject section with certain reservations, i.e., street and road construction in the immediate vicinity of the interchange.

A proposal was presented this date to connect Edgewater Road to existing S.E. 82nd Drive approximately 430 feet southerly of the former Betts Crossing (recently closed) to provide access to approximately 15± residences.

It is the writer's belief that if this connection is added to the plans, as well as a cul-de-sac on Clarendon Street at Oatfield Road, and deletion of the one-way (southbound) portion of Oatfield Road between Clarendon and Berkeley Streets, a simple letter-form agreement can be executed between City and State to resolve this matter and clear the way for construction. Upon completion of construction, they would revert to City for future responsibility.

It should be pointed out that the City is desirous of receiving a copy of the profiles, sketch of connection to Edgewater Road and revised interchange lay-out sheet showing connections. (Mr. Olson - can you supply?)

The right of way line should be corrected to conform to the revised section contemplated on Edgewater Road, as shown by the Design Division.

D. N. Harwell

D. N. Harwell,
Assistant Engineer
County and City Division

DNH:eb
cc R. L. Porter
F. B. Klaboe
D. J. Barbee
L. W. Rulien, Div. I
R. T. Ewen "
Adrian Olson

RECEIVED
MAR 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

[illegible]
AWK
EPF

February 26, 1969

Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn

Subject: Pacific Place Interchange O'Xing of the SPRR
Gladstone Interchange-Oregon City Interchange Section
East Portland Freeway I-205
Clackamas County
Bridge No. 9727
Your File 322

Gentlemen:

November 6, 1969, is the date we have temporarily set for opening bids for the construction of the Gladstone Interchange-Oregon City Interchange Section of the East Portland Freeway.

One of the structures in this section of highway is the Park Place Overcrossing of the Southern Pacific Railroad, as shown on Drawing No. 24563, the Vicinity Map and Profile, and Drawing No. 24361, the Plan and Elevation drawing. Four prints of each are attached for your use. We plan to use these drawings as exhibits to accompany our PUC Application.

Since our preliminary letter regarding this overcrossing was sent you on March 29, 1967, we have revised the crossing slightly and made a new drawing so that Drawing No. 22908 referred to in our previous letter is now obsolete and should be ignored.

You will note that upon advice by phone, we have provided clearance for a future track on the right or easterly side and an off-track maintenance road on the westerly or left side of the existing track.

Our Traffic Division estimates that the volume of vehicular traffic on the structure will be 10,000 per day, increasing to 29,800 in 20 years.

TOM EDWARDS

The project will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3 and amendments and additions thereto.

In the near future negotiations for easements and the Highway-Railroad Agreement will be negotiated through our Utilities Liaison Engineer.

In this construction project, the State will prepare plans and specifications, award the contract and supervise construction. Upon completion of construction, the State will maintain the overcrossing structure and the other highway appurtenances. Your company, subject to the limitations of PPM 30-3, will furnish preliminary engineering, watchmen and flagmen services to protect the operations during the construction period, and if necessary remove and protect your signal and communication lines during the same period and replace them in final location upon completion of construction; and at your own cost and expense maintain the roadbed and trackage.

Will you please return one print each of these drawings with your approval and/or comments noted thereon.

Very truly yours,

ORIGINAL SIGNED
I. D. MERCHANT
Ivan D. Merchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield (w/1 set prints)
Jack L. Sollis

RECEIVED
FEB 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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Salem, Oregon
February 20, 1969

MEMO TO THE FILES

Park Place Int

Telephone Facility Adjustment
Pacific Northwest Bell Telephone Company
Gladstone Interchange-Oregon City
Interchange Section
East Portland Freeway
Clackamas County

At the request of Pacific Northwest Bell Telephone Company (PNB) a meeting was held at 2:00 p.m. on February 7, 1969 in PNB's Conference Room at 410 N. E. Clackamas Street to discuss the problems involved in the relocation of their facilities on the above subject project. The following were in attendance:

Mr. M. G. Johnson, District Engineering Manager-PNB
Mr. Donald B. Dolan, Supervising Engineer-PNB
Mr. Russ H. Benner, Engineer-PNB
Mr. Jack M. Cartwright, Utilities Office Engineer-OSHD
Mr. Richard H. Rumbolz, Field Utilities Liaison Engineer-OSHD
Mr. Dave Jones, Engineer Assistant-OSHD

Don Dolan stated they were faced with the probable relocation of 8 buried cables in Main Street, Oregon City, on the proposed Gladstone Interchange-Oregon City Interchange Section. The cables presently dip down beneath the bed of Abernathy Creek. The State proposes to construct a rigid frame structure along Abernathy Creek which will replace the existing bridge on Main Street. If these cables have to be replaced it will require seventeen (17) weeks order time, four (4) weeks installation time and three (3) months for splicing. PNB is most desirous to work out a method where these cables could be raised, the slack looped and later moved laterally to a new position without severance, thus eliminating cable order time and splicing time. Dick Rumbolz and I both assured them that we would maintain very close liaison on this matter and would strive to work out some method that would benefit both PNB and the State.

Jack M Cartwright
Jack M. Cartwright
Utilities Office Engineer

JMC:ss

cc: D. J. Barbee
I. D. Merchant
L. W. Rulien
R. H. Rumbolz

RECEIVED
FEB 5 - 1969
FOR FILING

Corr
RIH
EP 7

SP*23011-794

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 29, 1969

SUBJECT: Parkplace Interchange Section
FAS 131, Clackamas County
Prefix No. 503-1441

To:
Mr. C. H. Maison
Controller

Building

The subject section was originally set up as a FAS-C project by Clackamas County. The Bureau of Public Roads has consented to the incorporation of this project with the Gladstone Interchange-Oregon City Interchange Section, utilizing interstate funds for construction.

Most of the survey work has been done, with charges made against the county prefix. These changes should be transferred to the interstate prefix 603-1909 and the county prefix should be referenced marked with an asterisk to accept no more charges. This project henceforth will be considered interstate.

R. W. Ellison
Assistant Program and Planning
Engineer

BG:in

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox

RECEIVED
JAN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 2 - 1968

FOR FILING

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R/W
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MEMO TO FILES
November 20, 1968

GLADSTONE INTERCHANGE
I-205
CITY OF GLADSTONE

This date, L. W. Rulien, R. T. Ewen, Richard Unrein, and I met with Mayor E. R. Moore and City Manager L. A. Stroble regarding construction of subject interchange.

On the northwest quadrant of subject interchange, City requested consideration of a cul-de-sac on Clarendon Street at Oatfield Road and deletion of the one-way portion of Oatfield Road between Clarendon and Berkeley Streets.

Further consideration is requested regarding access from existing SE 82nd Drive to Edgewater Road. This access would serve some 15+/- residents plus the Primrose Trailer Court. The only existing access to this area is via Evergreen Lane as the Betts Crossing has been eliminated by order of PUC. This matter will be studied by Mr. Bob Ewen, Resident Locating Engineer, and recommendations forwarded to Design Division in Salem.

The project is currently scheduled for the June 26, 1969 bid letting.

D N Harwell

D. N. Harwell
Assistant County & City Engineer

DNH:mm

cc: F. B. Klaboe
D. J. Barbee
L. W. Rulien
Robert T. Ewen

RECEIVED
NOV 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

7389

JLS:krk
3-3-69

PUX 722

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to an)
overcrossing over the tracks and right of)
way of the SOUTHERN PACIFIC COMPANY,)
known as the PARKPLACE INTERCHANGE)
OVERCROSSING project in the Northwest)
1/4 of the NE 1/4 of Section 29,)
Township 2 South, Range 2 East,)
Willamette Meridian, Clackamas County,)
Oregon.)

APPLICATION

No.____________

Comes now the State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to construct the East Portland Freeway, I-205. The construction of said highway necessitates the construction of an overcrossing structure over the tracks and right of way of the Southern Pacific Company as shown on Oregon State Highway Department Drawing No. 24563 entitled Vicinity Map and Profile, Parkplace Interchange, E & F Lime Overcrossing, S. P. Railroad, dated December 1968, and Drawing No. 24361 entitled Parkplace O'Xing of S. P. Railroad, Plan and Elevation dated 10-3-68, attached hereto and by this reference made a part hereof. The proposed structure constitutes a new highway crossing and no grade crossing will be eliminated. Since the railroad will not benefit from the crossing, no participation in the cost of said structure is reqested from the railroad.

IV

Because of the location of this crossing and the heavy traffic anticipated over it, an overcrossing structure is the only practical means of crossing the railroad track.

V

That upon completion the estimated annual average daily traffic on the overcrossing will be 10,000 vehicles with an anticipated increase to 29,800 vehicles per day in 20 years; that at the site of the proposed overcrossing there are 28 freight and 2 passenger movements per day making a total of 30 train movements per day.

VI

The "F" Line located 18' West of the East curb intersects the centerline of the existing railroad track at Highway Station F665+12.80 POT equals Railroad Station R_2 696+61.0 POC, with an intersecting angle of 63°17'23" tangent to tangent located in the Southwest Quadrant. The "E" Line located 18' East of the West curb intersects the existing railroad track at Highway Station E665+38.86 POT equals Railroad Station R_2 696+87.8 POC, with an intersecting angle of 63°41'31" tangent to tangent located in the Southwest Quadrant. The Structure will have a 60' roadway with no provision for pedestrian traffic and will be 208' between the centerline of the first and last bents consisting of 64'-80'-64' reinforced concrete box girder spans. This structure will be located on a 1400' vertical curve, with an ascending grade of 3.23% to the South and an ascending grade of 3.89% to the North. The point of intersection being at Highway Station E662+00 and the elevation 89.45.

VII

The following parties are affected by the proposed crossing: Southern Pacific Company and Clackamas County.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including county road approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued October 15, 1966 and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering,

engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary remove and protect the signal and communication lines during the same period and replace in final location under the structure upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

The minimum horizontal and vertical clearance after completion of the project will be as shown on Drawing No. 24361 and will equal or exceed the minimum clearance required by the PUC. During construction it will be necessary to require an impaired vertical clearance of 21'6" between top of rail and bottom of falsework, and a minimum horizontal clearance of 8'6" each side of the centerline of track.

X

That the proposed project is located in the NW¼ NE¼ of Section 29, Township 2 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs thereof, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 3rd day of March, 1969.

JLS:krk
3-3-69

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
Jack L. Sollis, Utilities & Railroad
Attorney

STATE OF OREGON)
) ss
County of Marion)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 3rd day of March, 1969.

JACK L. SOLLIS

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

____
JACK L. SOLLIS
Utilities & Railroad Attorney

I-5-1(11)299
[illegible]

March 3, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon City Marina, Oregon City Interchange
East Portland Freeway (I-205) Clackamas County

In negotiation with Crown Zellerbach for the rights-of-way for the Oregon City-West Linn Bridge, it was agreed to extend the proposed Abernathy Creek box structure sufficiently to allow for access to the Crown Zellerbach property southerly of Abernathy Creek. We agreed to rough grade a roadway to connect to this property and to allow them to improve and maintain this roadway in the future.

Crown Zellerbach has since released all right, title, and interest in their property south of Abernathy Creek to the city of Oregon City. They have also granted a permanent road access easement over their property northerly of Abernathy Creek.

The City is in the process of developing plans for the waterfront area from Clackamette Park (at the confluence of the Clackamas and Willamette Rivers) southerly to Publishers Paper Company. Of particular importance is this area donated to the City by Crown Zellerbach since this includes the Sportscraft Landing area. This is to be reconstructed to provide boat launching, parking, moorage, et cetera. Enclosed is a xerox copy of a 24-page report made to the City Council by their architect, S. B. Mockford, A.I.A.

There may be points of disagreement with this report; however, before going further with this development, one point needs confirmation. In our dealings with Crown Zellerbach for the necessary rights-of-way, we agreed to extend the Abernathy Creek box structure and rough grade a 14-foot top access road to this area. We presume that there is no question that this can be expanded to provide a minimum two-lane facility (30 feet) to serve this area under the present circumstances.

I would appreciate confirmation on this point at your earliest convenience so that plans may be made. Your comments and suggestions on the remainder of the report would be appreciated after you have had an opportunity to review the material.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

ADO:jp srb

Adrian Olson has original of architect's report.

RECEIVED
MAR 8 - 1969

FOR [illegible]

I-205-7(11)299
7387

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 27, 1969

SUBJECT: Parkplace Interchange O'Xing of SPRR
East Portland Freeway, I-205
Clackamas County
Bridge No. 9727

To: Mr. Jack Sollis
Utilities & Railroad Attorney
Legal Section
Building

The tentative date for the opening of bids to construct the subject section of highway is November 6, 1969. One of the structures in this section is an overcrossing of the Southern Pacific Railroad, the location of which is shown on Drawings Nos. 24563, the Vicinity Map and Profile, and the description is shown on 24361, the Plan and Elevation Drawing. Twelve prints each of these drawings are attached for your use as exhibits in the PUC Application.

The proposed structure is located in the Northwest Quarter of the Northeast Quarter ($NW\frac{1}{4}NE\frac{1}{4}$) of Section 29, Township 2 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon. The "F" Line located 18' West of the East curb intersects the centerline of the existing railroad track at Highway Station F665+12.80 POT equals Railroad Station R_2 696+61.0 POC, with an intersecting angle of 63°17'23" tangent to tangent located in the Southwest Quadrant. The "E" Line located 18' East of the West curb intersects the existing railroad track at Highway Station E665+38.86 POT equals Railroad Station $R_2$696+87.8 POC, with an intersecting angle of 63°41'31" tangent to tangent located in the Southwest Quadrant. The Structure will have a 60' roadway with no provision for pedestrian traffic and will be 208' between the centerline of the first and last bents consisting of 64'-80'-64' reinforced concrete box girder spans. This structure will be located on a 1400' vertical curve, with an ascending grade of 3.23% to the South and an ascending grade of 3.89% to the North. The point of intersection being at Highway Station E662+00 and the elevation 89.45. The minimum horizontal and vertical clearance after completion of the project will be as shown on Drawing No. 24361 and will equal or exceed the minimum clearances required by the PUC. During construction it will be necessary to require an impaired vertical clearance of 21'6" between top of rail and bottom of falsework, and a minimum horizontal clearance of 8'6" each side of the centerline of track.

The estimated average traffic on the overcrossing is 10,000, with an anticipated increase to 29,800 vehicles per day in 20 years. The Railroad movements at the site are 28 freight and 2 passenger movements per day.

TOM EDWARDS

RECEIVED
MAR 3 - 1969
FOR FILE

I-205-7(14)299
7389

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 27, 1969

SUBJECT: Parkplace Interchange O'Xing of SPRR
East Portland Freeway, I-205
Clackamas County
Bridge No. 9727

To: Mr. Jack Sollis
Utilities & Railroad Attorney
Legal Section
Building

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The proposed structure is located in the Northwest Quarter of the Northeast Quarter (NW¼NE¼) of Section 29, Township 2 South, Range 2 East, Willamette Meridian, Clackamas County, Oregon. The "F" Line located 18' West of the East curb intersects the centerline of the existing railroad track at Highway Station F665+12.80 POT equals Railroad Station R_2 696+61.0 POC, with an intersecting angle of 63°17'23" tangent to tangent located in the Southwest Quadrant. The "E" Line located 18' East of the West curb intersects the existing railroad track at Highway Station E665+38.86 POT equals Railroad Station $R_2$696+87.8 POC, with an intersecting angle of 63°41'31" tangent to tangent located in the Southwest Quadrant. The Structure will have a 60' roadway with no provision for pedestrian traffic and will be 208' between the centerline of the first and last bents consisting of 64'-80'-64' reinforced concrete box girder spans. This structure will be located on a 1400' vertical curve, with an ascending grade of 3.23% to the South and an ascending grade of 3.89% to the North. The point of intersection being at Highway Station E662+00 and the elevation 89.45. The minimum horizontal and vertical clearance after completion of the project will be as shown on Drawing No. 24361 and will equal or exceed the minimum clearances required by the PUC. During construction it will be necessary to require an impaired vertical clearance of 21'6" between top of rail and bottom of falsework, and a minimum horizontal clearance of 8'6" each side of the centerline of track.

The estimated average traffic on the overcrossing is 10,000, with an anticipated increase to 29,800 vehicles per day in 20 years. The Railroad movements at the site are 28 freight and 2 passenger movements per day.

[illegible]

The structure is to be financed by State and Federal funds and since the Railroad will not benefit from the construction of this structure, no participation in the cost is requested from the Railroad. Any necessary expenses by the Railroad in connection with the construction of this project, will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project the State should do the following things: prepare the plans and estimates, award contract and supervise the construction and upon completion of the project maintain the structure and all highway appurtenances.

In this construction project, the Railroad should furnish preliminary engineering, watchmen and flagmen services to protect its operations during construction and if necessary remove its signal and/or communication lines during the construction period and replace them in their final location upon completion of the construction, and at its own cost and expense maintain the roadbed and trackage.

Will you please prepare an application for a PUC Order to permit the above project to be constructed.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards ✓
T. W. Litchfield

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1969

MEMO TO FILES
SPORTCRAFT MARINA ACCESS ROAD
I-205-7[illegible]299
City of Oregon City

7387

February 27, 1969

On this date a meeting, at the request of the City through Senator John Inskeep, was held in Mr. Klaboe's office. In attendance were the Senator, Mayor, two City Commissioners, City Manager, City Engineer, three other members of their delegation, and, for the State, Klaboe, Barbee, and Harvell.

The City proposes to develop the Marina with aid from HUD, BOR, MFG, etc., and is contemplating a very heavy recreational use in the immediate vicinity. The access road through Crown Zellerbach's property (by negotiation with C.Z.) is contemplated for a 14-foot width; however, City desires a minimum of 30 feet. The property southerly of the I-205 structure has been deeded to City for their use with a portion northerly of the structure remaining in C.Z.'s ownership.

The following proposal and question were offered by Mr. Klaboe: If the State were to extend Abernethy Creek box culvert, would City build at its sole expense a suitable road? Mr. Simonson's reply was that they would build and assume all costs over the cost of the 14-foot street as agreed upon between C.Z. and State.

We will explore this matter through the BPR and Highway Commission, and if an amiable solution can be reached, will negotiate the necessary agreement with the city.

D. N. Harvell (mm)
D. N. Harvell, Assistant Engineer
County and City Division

DNH:mm

cc: Forrest Cooper
R. L. Porter
L. P. Shaw
F. B. Klaboe
D. J. Barbee
D. G. Talbot
D. H. Moehring
L. W. Rulien

NOTED
FORREST COOPER

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

*

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section PARK PLACE INTERCHANGE Highway F.A.S. 131 County CLACKAMAS Prefix 503-1441

Res. Engr. R. T. Ewen Approx. Length 0.32 Miles. Sta. ______ to Sta. ______ Date 2-11-69

MEAN

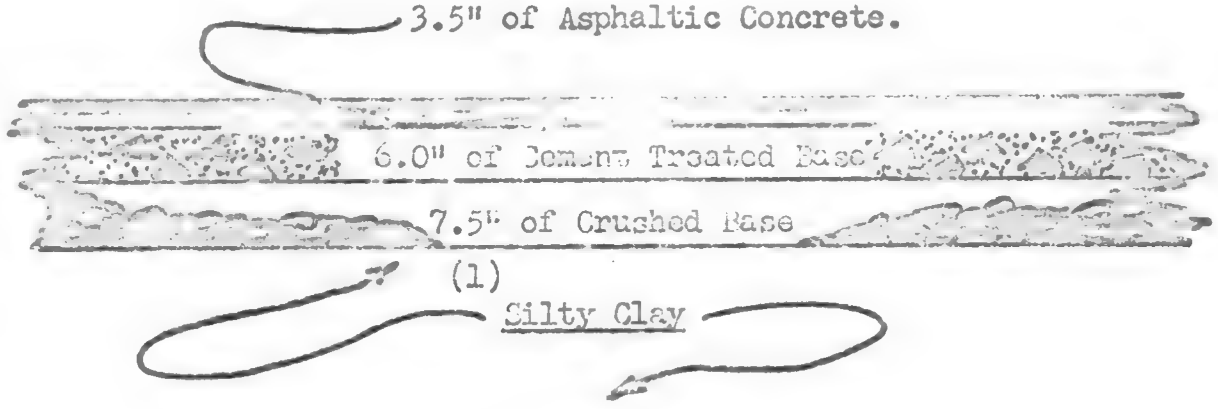
Truck A.D.T. 248 Traffic Coefficient 7.8 18 kip s.a. per day 53.8.

Annual Precipitation 44"±   Frost Penetration - - - - - -.

2-11-69

(1)
Typical Soil

49	LL
13	PI
100	%P 10
97	%P200
0	%Gravel
0	%C Sand
3	%F Sand
62	%Silt
35	%Clay
7	"R" Value



CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	AC
	11.0	6.0	CTB
	7.5	7.5	Cr. Base
25.5	25.5	17.0	

RECEIVED
FEB 24 1969

AASHO CLASSIFICATION:

A-7-5 (11)

MATERIAL SOURCES:

To be determined by the Engineer

25-7144-99
7389

See remarks on Page 2.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

County-City (2)

RECEIVED
FEB 24 1969
FOR FILING

NOTED

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ Construction Engineer

Approved by ______ Asst. State Highway Engineer

SECTION: PARK PLACE INTERCHANGE
HIGHWAY: F.A.S. 131
COUNTY: CLACKAMAS

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
6.0 - 7.0	3.0"	- - -	2.0"	13.5"	- - -	21.5"	18.5"
4.8 - 6.0	2.0"	- - -	2.0"	12.0"	- - -	18.0"	16.0"
Cars Only	2.0"	- - -	2.0"	7.0"	- - -	13.0"	11.0"

REMARKS:

Use of Cement Treated Base has been recommended as present plans are for construction of this project in conjunction with the Gladstone Interchange - Oregon City Interchange contract, which has Cement Treated Base throughout.

Recommend the coarse crushed base specification be modified to include a minimum of 15% P #40 sieve and a maximum of 8% P #200 sieve. This modification will help prevent infiltration of the coarse base by the fine-grained subgrade soil.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 " Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 " Crushed Base
1.0"	Cement Treated Base	=	1.8 " Crushed Base
1.0"	Oil Mat	=	1.1 " Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 " Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 " Crushed Base

Above factors apply to materials that comply with the Standard Specifications plus Supplementals.

TRAFFIC ANALYSIS

SECTION: PARK PLACE INTERCHANGE

HIGHWAY: F.A.S. 131

COUNTY: CLACKAMAS

3000 Present ADT (1969)

5.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	2.0	240	180	450	81,000
3	30	2.0	60	45	1000	45,000
4	10	2.0	20	15	1250	18,750
5	5	2.0	10	8	3180	25,440
6	0	- - - -	- - -	- - -	2570	- - - - -
				248 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 170,190

TWENTY YEAR EWL 3,403,800

TRAFFIC COEFFICIENT 7.8

SECTION: PARK PLACE INTERCHANGE
HIGHWAY: F.A.S. 131
COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant C.R.P.C.C. See Items 6 & 12.

FORM FHWA-121A (2-68)

RECEIVED
JAN 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-205-7(14)-279 Klaboe

7317

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 8, 1969

In reply refer to: 08-35-DA

Routing
1 Barbee
2 Hall
3 A. Olson
Sample
Terpin
Swenson
Trout ↑
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
JAN 10 1969
DESIGN
DIVISION

G R Brooks

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7( )
Park Place Interchange

Your letter dated October 21 requested our concurrence in an adjustment of participating limits at the Park Place Interchange on I-205.

Our review of this design indicates that the limits of participation as shown on the originally approved design was arrived at by a comparison of alternate designs which were presented for consideration at that time. The currently approved design is the only pattern which would be acceptable and we have now reconsidered our limits of participation based on Section A-2 of Mr. G. M. Williams' memorandum dated September 1962 entitled "Interstate Highways - Participation Limits at Crossroads and Interchanges". We will extend the limits of participation to the nearest feasible intersection point with the existing Cascade Highway southerly of Southern Pacific Railroad. It is believed that an acceptable design standard for the Cascade Highway will permit a connection closer to the Southern Pacific Railroad crossing than that shown on the current standard plan sheet 5-T-36. Therefore, our limits of participation cannot be specifically delineated at this time.

It is our understanding that recent developments in this area have eliminated the need for the frontage road located on the Westerly side of the Freeway between Stations 667 and 676. We are returning the standard design sheet to your urban design office.

orig to Barbee
1-10-69

NOTED
F. B. KLABOE

RECEIVED
JAN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

(I-205)

Section GLADSTONE INTERCHANGE- OREGON CITY INTERCHANGE Highway East Portland Freeway County Clackamas Prefix 603-1909

Res. Engr. ______ Approx. Length 1+ Miles. Sta. 640+ to Sta. 703+50+ Date 9-9-68

Mean Truck A.D.T. 2731 Traffic Coefficient 11.4 (80% Truck Traffic) 18 kip s.a. per day 1598.2 (Automobiles not considered.)

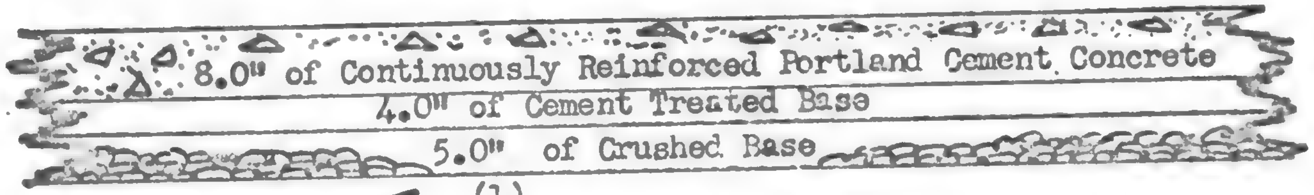
Annual Precipitation 44"+ Frost Penetration ---------

RECEIVED
SEP 13 1968

CBE Total Req.	Credit	Actual Thick.	
I-205-7(14)279 7387		8.0 4.0 5.0	C.R.P.C.C. C.T.B. Cr. Base
		17.0	

(1)
Typical Soil

49	LL
13	PI
100	%P 10
97	%P200
0	%Gravel
1	%C Sand
3	%F Sand
62	%Silt
34	%Clay
7	"R" Value


8.0" of Continuously Reinforced Portland Cement Concrete
4.0" of Cement Treated Base
5.0" of Crushed Base

(1)
Silty Clay

(See Page 2 for remarks.)

AASHO CLASSIFICATION:
A-7-5 (11)

MATERIAL SOURCES:
To be determined by the Engineer.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

Submitted by ______
for Staff Assistant

Recommended by ______
Engineer of Materials

Recommended by ______
Asst. Construction Engineer

Approved by ______
Asst. State Highway Engineer

GLADSTONE INTERCHANGE-
OREGON CITY INTERCHANGE
East Portland Freeway (I-205)
Clackamas County

"OTHER ROADS"

Traffic Coefficient	C.R.P.C.C. Wearing Surface	C.T.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
MAINLINE	4.0"	8.0"	- - -	15.0"	37.5"	27.0"
9.0 - 10.0	4.0"	6.0"	- - -	12.5"	31.5"	22.5"
8.0 - 9.0	3.5"	4.0"	- - -	14.0"	28.0"	21.5"
7.0 - 8.0	3.5"	4.0"	- - -	10.5"	24.5"	18.0"
6.0 - 7.0	3.0"	- - -	2.0"	13.5"	21.5"	18.5"
4.8 - 6.0	2.0"	- - -	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Cement Treated Base = *1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

*Does not apply to Mainline.

REMARKS:

This project will be predominantly borrow, and will be the Contractor's selection. The Typical Soil is from the most likely source of borrow in the immediate area.

SECTION GLADSTONE INTER.-OREGON CITY INTERCHANGE HIGHWAY East Portland Freeway (I-205)
COUNTY Clackamas DATE 9-9-68

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 7
Subbase Depth 5.0" C.T.B. Depth 4.0"
k-Values: Basement 68 Subbase 83 C.T.B. 175
Compressive Strength 3950
Modulus of Rupture (M.R.) 525 Total Depth P.C.C. Eff. = 9.0"

Credits
8.0" C.R.P.C.C. 9.0"
4.0" C.T.B. 4.0"
5.0" C.S.B. 5.0"
17.0" TOTAL THICKNESS

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
			SINGLE AXLE LOADS			
35	45.5	380	0.72	1100	88	8
34	44.2	370	0.71	1500	166	11
32	41.6	355	0.68	3500	166	5
30	39.0	340	0.65	8000	114	1
28	36.4	325	0.62	18,000	114	1
26	33.8	305	0.58	57,000	230	-
24	31.2	290	0.55	130,000	2865	2
22	28.6	270	0.51	400,000	15,690	4
20	26.0	—	—	—	526,361	-
18	23.4	—	—	—	2,409,229	-
			TANDEM AXLE LOADS			
50	65.0	350	0.67	4500	819	18
48	62.4	340	0.65	8000	819	10
46	59.8	325	0.62	18,000	1463	8
44	57.2	315	0.60	32,000	2273	7
42	54.6	305	0.58	57,000	4591	8
40	52.0	290	0.55	130,000	4892	4
38	49.4	280	0.53	240,000	23,866	10
36	46.8	265	0.51	—	85,647	-
34	44.2	250	0.51	—	293,235	-
32	41.6	—	—	—	654,261	-
30	39.0	—	—	—	343,296	-
28	36.4				343,296	-

Total % Fatigue Used 97

SECTION GLADSTONE INTER.-OREGON CITY INTERCHANGE HIGHWAY East Portland Freeway (I-205)
COUNTY Clackamas DATE 9-9-68

Axle Load Kips	80% of 2 Axle TADT = 1092		80% of 3 Axle TADT = 515		80% of 4 Axle TADT = 141		80% of 5 Axle TADT = 975		80% of 6 Axle TADT = 8		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	88			88
34							0.17	166			166
32							0.17	166	—	—	166
30							—	—	14.3	114	114
28							—	—	14.3	114	114
26	—	—			—	—	—	—	28.7	230	230
24	1.75	1,911	—	—	3.72	525	0.44	429	—	—	2,865
22	5.91	6,454	3.10	1,597	9.20	1,297	6.28	6,123	27.4	219	15,690
20	40.4	44,117	86.9	44,754	202	28,482	419	408,525	60.4	483	526,361
18	128	139,776	334	172,010	611	86,151	2060	2,008,500	349	2,792	2,409,229
TANDEM AXLE											
50			0.55	283			0.55	536			819
48			0.55	283			0.55	536			819
46			—	—			1.50	1463			1,463
44			1.10	567			1.75	1706			2,273
42			1.72	886	—	—	3.80	3705			4,591
40			1.72	886	5.66	798	3.29	3,208	—	—	4,892
38			0.62	319	9.09	1282	22.6	22,035	28.8	230	23,866
36			13.8	7107	12.1	1706	78.3	76,343	61.4	491	85,647
34			62.7	32,291	35.4	4991	262	255,450	62.9	503	293,235
32			136	70,040	145	20,445	576	561,600	272	2176	654,261
30			61.7	31,776	164	23,124	292	284,700	462	3696	343,296
28			61.7	31,776	164	23,124	292	284,700	462	3696	343,296
26			61.7	31,776	164	23,124	292	284,700	462	3696	343,296

TRAFFIC ANALYSIS

SECTION: GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE

HIGHWAY: East Portland Freeway

COUNTY: Clackamas

23,000 Present ADT (1970)

7.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	700	2.9	2030	1365	450	614,250
3	330	2.9	957	644	1000	644,000
4	90	2.9	261	176	1250	220,000
5	625	2.9	1813	1219	3180	3,876,420
6	5	2.9	15	10	2570	25,700
				3414	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 5,380,370

TWENTY YEAR EWL 107,607,400

TRAFFIC COEFFICIENT 11.7

SECTION: GLADSTONE INTERCHANGE-OREGON CITY INTERCHANGE
HIGHWAY: East Portland Freeway
COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. & A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison has been made for comparable sections (See Pages 1 & 2) and favors C.R.P.C.C. by about $11,500± per 6 lane mile. Cost comparison is based on 1967 Average Bid Prices.

RECEIVED
SEP 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

7-22-68

CLACKAMAS COUNTY
PROPOSED PROJECT (1968 Funds)

FAS 131 - Clackamas River Road; Park Place Interchange Section;
grade, drain, base, and pave, 1700 feet - $130,000.

This project is for grading, draining, basing, and paving, on new alignment, a roadway having a top width of 40 feet. Roadway is to consist of 2-12' travel lanes and 8' shoulders.

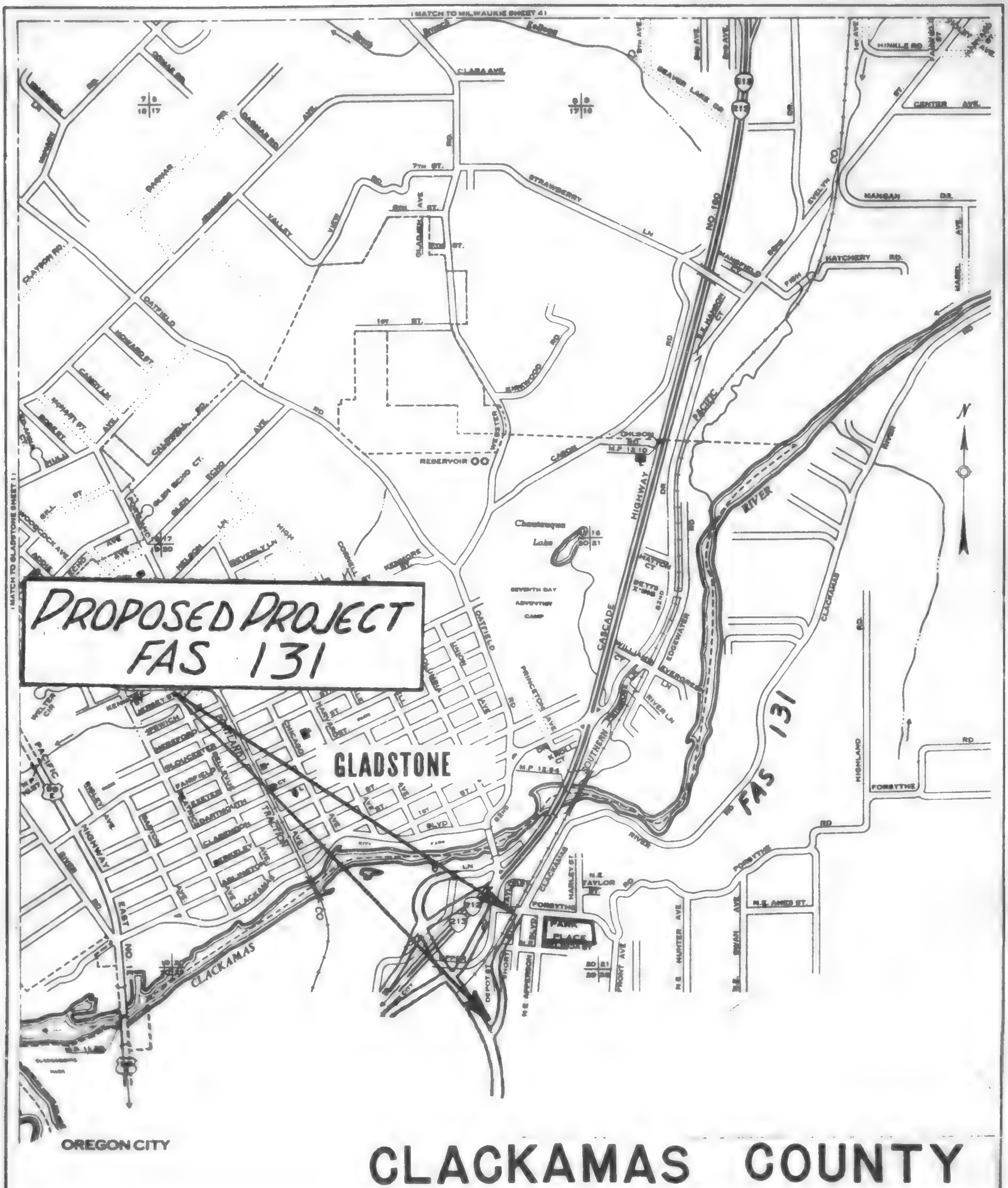
The A.C. paving is to be full depth for the entire 40-foot width. The aggregate is to come from a private source. Utilities on the project will have to be moved or adjusted. Guardrails, sight posts, seeding and mulching are to be part of the project.

State is to make survey and prepare options for the County.

The County has requested that this project be contracted along with the Park Place Interchange on I-205.

68-f
7/22/68

approved 8/20/68


PROPOSED PROJECT FAS 131
(MATCH TO MILWAUKIE SHEET 4)
(MATCH TO GLADSTONE SHEET 1)
GLADSTONE
Chautauqua Lake
SEVENTH DAY ADVENTIST CAMP
RESERVOIR
CASCADE HIGHWAY
NO. 160
SOUTHERN PACIFIC
CLACKAMAS RIVER
FAS 131
PARK PLACE
OREGON CITY
N
CLACKAMAS COUNTY

GON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 14, 1968

SUBJECT:
Meeting Oregon City
River Frontage
East Portland Freeway

To:
Memo to the File

At the request of Mr. Klaboe and in the company of J. X. Wilson I did attend a meeting in the Oregon City City Hall at 4 P.M. June 13, 1968. Others at the meeting were Senator John Inskeep, Mayor Frank McElroy, City Councilman Richard Conrad, City Manager Al Simonson, City Engineer Jack Donahue, Mr. Harshberger Corps of Engineers, Mr. Panissidi State Land Board and Mr. Wilmott of Clackamas County Parks.

The first and foremost subject of the meeting was the desire on the part of Oregon City to undertake a dredging operation near the mouth of Abernethy Creek and just southerly of the proposed East Portland Freeway bridge at the site of Sports Craft Landing. It seems that their moorage facilities have become somewhat silted in and they propose to have a contractor (probably Willamette Western) dredge out the area and place the spoil up on the bank as shown on the attached sketch. Mr. Panissidi of the State Land Board indicated to those present the permit procedures and requirements for such an operation, left an application blank with them and advised them that rapid approval could be granted. Mr. Harshberger of the Corps of Engineers could see no difficulty in expediting the matter and felt that the sketch distributed to everyone at the meeting would be sufficient for him to go on. I indicated that it didn't appear that the proposed dredging operation would in anyway affect us or be objectionable to us.

The second item discussed (not very completely or thoroughly) referred to the desire as expressed by the Mayor of Oregon City to utilize all available rights of way underneath the East Portland Freeway bridge, and also south of the bridge along McLoughlin Boulevard as parking areas for cars and boat trailers. I had the impression that the City wasn't quite prepared to talk about this subject, and that something is in the wind which they will present to us later. I advised the Mayor that we would certainly cooperate in any reasonable manner, but that perhaps the time had come when they evolve a plan indicating their more or less specific and definite proposals for utilization of the area and development of the boat launching facilities, that we would be happy to work with them and that I could see no particular reason, providing our piers and highway facilities were adequately protected, that they could not use this area, although it would have to be the subject of a permit, and that for us to work it out we would have to know what they were proposing to do. The Mayor indicated that they were working on such a plan and that they would get it to us. He also reiterated his belief that two-way traffic into this area must be provided for, and that it was his opinion that the 14-foot roadway which we are obligated to rough grade as a part of our Crown Zellerbach negotiation is inadequate.

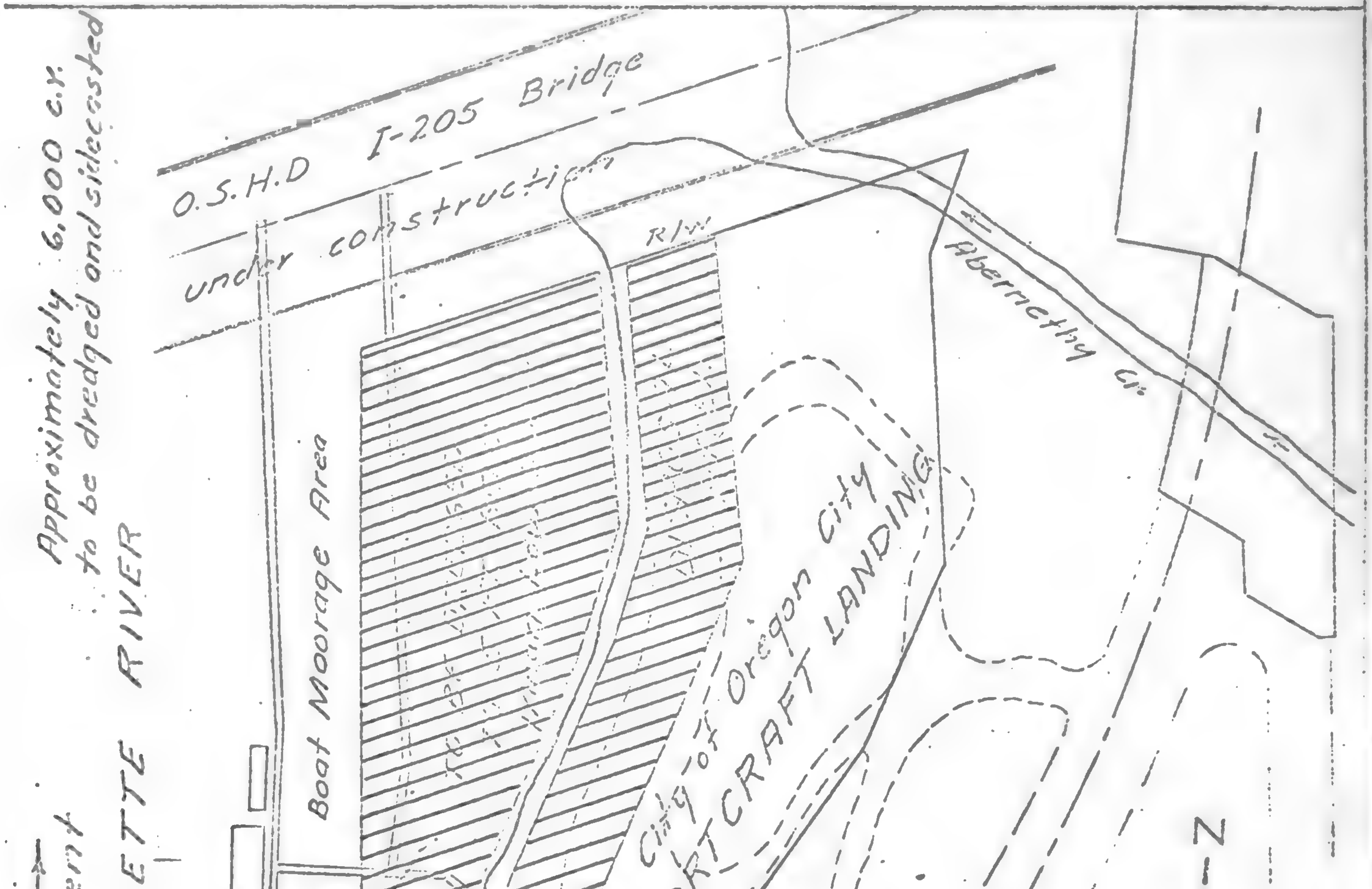
The City appears to have it in mind that there will always be a "concessionaire" operating for the City in this area; what type of financial arrangement, et cetera, this would be was not discussed. Whether or not a profit-making concession in this area would affect our abilities to permit various activities on the right of way also was not discussed. As indicated previously, the City appeared unwilling to open up this type of discussion at this time.

L. W. Rulien
Division Engineer

LWR:fb
cc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
F. D. Morgan
J. X. Wilson
B. P. Huntley

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

5' below me low



Proposed Dredging
in Oregon City
at Sportcraft Landing
County of Clackamas, State of Ore.
Application by City of Oregon City
Date: June 13, 1968

'34

EGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

98

April 19, 1968

SUBJECT: Abernethy Creek Boat Launch
Oregon City

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attached is a copy of a letter from Alfred Simonson, General Manager of the City of Oregon City, indicating that the City Commission wishes further discussion with us relative to access to Sports Craft Landing. The Mayor of Oregon City is particularly adamant in his belief that a 14-foot wide crossing of Abernethy Creek is insufficient.

A couple of weeks ago I attended a breakfast meeting with the Roads, Streets and Recreation Committees of the Tri-City Chamber of Commerce. Al Simonson, Mayor McElroy, Commissioner Danielson were also present at the meeting and they discussed the river frontage. Their feeling that, at some future time, the entire frontage would be in public ownership for recreation purposes, and emphasized their opinion that the 14-foot road into Sports Craft Landing would be insufficient, and that now that Crown-Zellerbach had donated to the City the land southerly of Abernethy Creek, they wish to open again the idea of access to the area.

I advised them of the very high cost of providing a road across Abernethy Creek itself, and also indicated that since Abernethy Creek was in such close proximity to the boat ramp, and the fact that this was one way at this location really didn't pose any problems (they were unconvinced.) I advised them further that I didn't think there would be necessarily any great problem in getting more than 14-foot width on the road north of Abernethy Creek, but suggested that in any event their best move, if they wanted to further explore this question, was to develop a plan which indicated their proposals for boat launching in this area, and also indicated the extent of parking which they propose to develop and where and then make their request to us.

The attached letter does not, of course, provide any of this information. However, they are asking for another meeting on this subject and I would appreciate your advice as to how I should proceed.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc F. B. Klaboe
H. S. Cox

FREE
MUNICIPAL
ELEVATOR

CITY OF OREGON CITY

OREGON CITY, OREGON 97045

Area Code 503
Phone 656-5266

OFFICE OF
CITY MANAGER

April 15, 1968

State Highway Department
P. O. Box 02157
Portland, Oregon 97202

Attention: Mr. L. W. Rulien
Division Engineer

Gentlemen:

Reference is made to our recent meeting with you at the Chamber of Commerce Park and Recreation Committee meeting regarding the need for a wider easement access road across Crown Zellerbach property and the proposed Abernethy Creek culvert to serve the property occupied by Sportscraft Landing that has been donated to the City of Oregon City.

It is our understanding that this access road, by easement from Crown Zellerbach Corporation and the State Highway Department, would be a rough-graded 14-foot width only, and it is our feeling that this will not be adequate to serve the present and future needs of the increasing boating public.

The City Commission have instructed me to contact the State Highway Department to further discuss this with your people.

May we hear from you?

Very truly yours,

Alfred Simonson

ALFRED SIMONSON
General Manager

AS:rl

☐ DE ☐ ADE ☐ [illegible] ☒ CE

APR [illegible] 1968

☐ [illegible] ☐ [illegible] ☐ DRS

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

198

DEPUTY STATE HIGHWAY ENGINEER

March
Twenty-second
1 9 6 8

Honorable Tom McCall
Governor of Oregon
Salem, Oregon

Dear Tom:

I know of the concern you have had about assuring the boating public continued access to the Willamette River in the Oregon City - West Linn area. For that reason I thought you would be particularly interested to know that the Crown Zellerbach Corporation is donating to Oregon City its waterfront property that lies just south of Abernathy Creek. This is the property that has been used as a marina. It will be between the new bridge and the present bridge.

Mr. Glen Jackson and the Oregon State Highway Commission together with Mr. Forrest Cooper and his able staff provided the instrument for this land donation by agreeing to bridge Abernathy Creek with a box culvert and by providing a permanent easement to the waterfront property.

Through the further cooperation of Mr. Cooper vehicular access to the Sportscraft Landing area will be maintained during construction of the I-205 highway bridge. Thereafter access will be under the new bridge.

Crown Zellerbach in addition to the property itself has assigned its permanent easement privileges to the city of Oregon City.

I am also dropping a note to Mr. Howard Lane about this, feeling that it relates very directly to the development of the Willamette Greenway.

It is my understanding that the officials of Oregon City plan to publicly announce the gift of this land on Monday, March 25.

Warmest good wishes,

Sincerely,

John

JMFulton:bw

bc: Glen Jackson
Howard Lane
Forrest Cooper ✓

Copy To Talbot
3-26-68

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St.NE. - Salem OR 97301
DATE: January 30, 1968
In reply refer to: 08-35.7

Moehring
cc Klaboe

, State Highway Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(4)290
Interstate 5 to Park Place
File 39912, Crown Zellerbach Corporation

Right of Way Engineer D. H. Moehring's letter of January 17, 1968 requests our concurrence in permitting the Crown Zellerbach Corporation right of transit under the easterly end of the proposed Oregon City - West Linn Bridge. It is our understanding that this right of transit is to provide access to Crown Zellerbach's remaining property which lies southerly of the bridge. The access way will serve the Sportscraft Landing facility.

We concur in your proposal with the understanding that the area is to be used for transit only and not for parking, storage, or any other activity inconsistent with Interstate highway standards. At the time the construction PS&E is submitted for the extension of the box culvert on Abernethy Creek your plans should indicate the location of the proposed road and the area reserved for right of transit.

orig to Moehring
1-31-68
copy to Young
2-1-68

NOTED
F. B. KLABOE

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Shaw C

TOM McCALL, GOVERNOR

298

STATE OF OREGON
'S WILLAMETTE RIVER PARK SYSTEM COMMITTEE
301 HIGHWAY BUILDING
SALEM, OREGON 97310

January 26, 1968

Mr. C. Howard Lane
Mrs. Fred Burgess
Dr. Vern Miller
Mr. James Mount
Mr. Wilfred Jossy

Mr. Glenn Jackson
Mr. Morris Majors
Mr. Glenn Hardman
Mr. James Goode
Mr. Wade Newbegin

7105

Dear Committee Members:

With the announcement of plans to locate the I-205 bridge in Oregon City came the disclosure of the plan to close the present access to Sportcraft Landing located on the right bank upstream from Abernathy Creek in Oregon City. This is a small marina with mooring and launching facilities located on land owned by the Crown-Zellerbach Corporation under a 30-day lease arrangement. Reports indicate that during the early spring peak season 400 to 500 boats are launched each week and approximately 250 boats are moored or stored. This is said to drop off to about 60 boats during the summer boating season. The unimproved parking area could be set up to handle about 80 cars, according to reports. It is now limited to 64.

Fear of possible loss of the landing as a boat launching site and moorage facility prompted considerable public concern locally. There was no suggestion, however, that local government might be interested in acquiring the property for continued public use, even though the City of Oregon City and Clackamas County were both made aware of the availability of Willamette River Park System funds. All negotiations are between the State Highway Department and the owners, the Crown-Zellerbach Corporation.

As a result of these negotiations, the State Highway Department has agreed to provide other access to the landing in lieu of that being lost.

Further discussion has disclosed also that the present access will remain open until the second phase of construction begins about one year from now.

Through the joint efforts of the owners and the State Highway Department, the marina will be accessible for use in much the same manner and volume as at present, but with a degree of added safety through an improved entrance off the highway.

It appears that a satisfactory solution has been obtained, and that no action by this committee will be required unless the county or city decides to apply for funds to buy the property. It appears unlikely at this time.

Very truly yours.

George W. Churchill
Project Director

GWC:jbk

SUGGESTED NEWS RELEASE FOR THE GOVERNOR'S CONSIDERATION
January 5, 1968

I-205-7/10 298
7389

Acting in response to requests from individuals and groups interested in maintaining the marina located on the Willamette River in Oregon City that was threatened by construction of the I-205 bridge, 7105 I asked the principals, Crown Zellerbach and the Highway Commission, to see if a plan could be agreed upon that would preserve the facility. I am pleased to report that such an agreement has now been reached.

The marina, popular with boaters and fishermen, will be able to continue operation. The agreement contemplates extending a service road from the north across Abernathy Creek to the marina. I am happy that the problem has been solved to the satisfaction of all concerned.

FC:fn

Hand delivered to E. G. Westerdahl

RECEIVED
JUN 14 1966

FORM 2-30 [illegible]

FOR FILING

I-205-7(14)277

7389

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 9, 1966

SUBJECT: Park Place Interchange
I-205

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attached for your information is a rough sketch map together with a copy of a letter from Clackamas County indicating their interest in and desire for an interchange design at Park Place with a structure over the railroad tracks and a revision to their county road and to our Cascade Highway which will eliminate two dangerous at-grade railroad crossings. It is my belief that this is extremely desirable, and it is my understanding that the Bureau under Interstate funds would participate in the construction of the northerly railroad overcrossing structure. The balance of the work will probably have to be financed with FAS funds or some other funds. Growth in this area is continuing, and an opportunity does not very often afford itself to eliminate two railroad grade crossings.

Please favor me with your thinking and advise if we should work up a design based on the necessary county road relocation.

L. W. Rulien
Division Engineer

REFERRED TO
A. Olson
By Construction Engineer

NOTED
F. B. KLABOE

LWR:lh

Enc

Routing

1 Morgan	Pease
Decker	Morelock
Bond	Trout
2 Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAY 11 1966
CONSTRUCTION
DIVISION

Copy to Mr. Klaboe

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER AND SURVEYOR

ENGINEER'S & SURVEYOR'S OFFICE

Phone OLive 6-2641

940 WARNER-MILNE RD. OREGON CITY, OREGON 97045

April 19, 1966

DIVISION NO. 1
RECEIVED
APR 22 1966
NOTED ☐ D.E. ☐ A.D.E. ☐ O.E. ☐ T.E.

Mr. Larry Rulien
Oregon State Highway Engineer
Milwaukie, Oregon

Dear Sir:

The inspection by the Board of County Commissioners and myself of the proposed designs of portions of I-205 through Clackamas County was sincerely appreciated and has enabled us to better answer questions pertaining to this highway. As a result of the interest indicated by the Board of County Commissioners in the Park Place Interchange, I was instructed to investigate this matter and to request your consideration of some changes to the proposed design which we viewed in your office. Specifically the Board is quite anxious to provide for an over crossing on the Southern Pacific tracks on the easterly side of the proposed interchange.

I have talked to several property holders on the easterly side of the Park Place Interchange and find that in general the idea is well received in that it would eliminate two dangerous railroad crossings. Attached is a section map showing the approximate location of the interchange facilities in red, as nearly as I could recall these facilities, and a proposed rerouting in green. There are several alternatives in the green routes which should be considered and which I believe will more adequately serve both the State and County interest.

I have numbered these routes 1, 2, 3, and 4 for purposes of explanation. I would suggest that route 1 would eliminate a like portion of the existing design of the Park Place Interchange by replacing the existing design with a parallel route on the easterly side of the railroad tracks. Route 2 would perform almost an identical function. These two routes plus the closure of the railroad crossing at 82nd St. and 1st St. in Park Place are the backbone of the proposal being requested by the County.

A secondary route numbered 3 would provide access from the interchange to Redland Road primarily through property owned by Parker and Fuhrman. Mr. Parker has, in conversation with me, agreed to convey to the County a right-of-way through his property at no cost to the County subject to a reasonable design upon which he could provide for the development of his property. Route 4 might be of interest to the Oregon State Highway Department as back-ground information but is not being requested as a change to the proposed design of the Park Place Interchange; however, it does enter into the consideration if route 1 were eliminated, then route 3 and perhaps 4 might be worthy of consideration. Under any circumstances, I wish to make the County's position known, that we are vitally interested in a railroad crossing at the Park Place Interchange and sufficient approach routes to eliminate the two railroad grade crossings as indicated.

Your consideration of this matter would be sincerely appreciated.

Yours truly,

John H. Keeley

John H. Keeley, Jr.
County Engineer

JHK gl
Enc.

8-1110 Floras Creek-Sixes River Sec. 1970
of Oregon Coast Hwy., S. of Bandon
#7390 (Paving)

RECEIVED
MAR 2 - 1971

8-1110
7390

March 2, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 25, 1971, we wrote to you concerning release of final payment on Contract No. 7390 awarded to G. W. Woodward Company, Inc., for paving on the Floras Creek-Sixes River Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $1,549.86 and the total contract amount is $188,048.43, including $3,333.19 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc G. W. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

bc F. D. Morgan
I. D. Merchant
C. T. Kenney
V. E. Skoog
Attn: John Kerr

RECEIVED
FEB 25 1971

S-1110
7390

February 25, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7390 awarded to G. W. Woodward Company, Inc., for paving the Floras Creek-Sixes River Section of the Oregon Coast Highway in Curry County was completed on September 29, 1970, and accepted by the Highway Commission on February 24, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 4, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc G. W. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
G. T. Keasey

RECEIVED
FEB 24 1971
FOR [illegible]

8-1110
7390

February 24, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 29, 1970 on Contract No. 7390. The contract was with G. W. Woodward Co., Inc. and was for paving on the Floras Creek-Sixes River Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 24, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
JAN 26 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

8-1110
7390

January 12, 1971

NOTED
A. E. JOHNSON

G. W. Woodward, Inc.
Post Office Box 458
Coquille, Oregon 97423

RE: Floras Creek-Sixes River Section
Contract No. 7390

Gentlemen:

The Regional Engineer has forwarded your January 4 letter, addressed to Mr. B. D. Johnson, to this office.

At the time the semi-final estimate was released, December 29, 1970, the retainage on the contract was reduced from $9,974.45 (5 percent) to a lump sum $4,000. This retainage was to cover any possible penalties for non-specification work as it was known at that time there was a significant amount of Class "B" Asphaltic Concrete mixture that did not comply with the specified tolerances for gradation and asphalt content.

The test results have since been reviewed and the information given to the Regional office. When a Price Agreement is submitted to cover the exact amount of the non-specification penalty thereby permitting complete acceptance of the project, a final estimate payment will be processed.

Very truly yours,

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
JAN 1
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
cc: A. E. Johnson
C. T. Keasey

G. W. Woodward, Inc.

P. O. BOX 458
COQUILLE, OREGON 97423

OFFICE: HIGHWAY 42 SOUTH

PHONE Office 396-3010
Plant 396-2991

General Contractors

January 4, 1971

Mr. B. D. Johnson
Resident Const. Engineer
Oregon State Highway Dept.
Coquille, Oregon

Dear Sir:

Re: Contract No. 7390
Sixes River

On 12/30/70 we received a Contract Payment Voucher labeled Estimate #4 Semi-final. Percent retained amounted to a lump sum of $4,000.00.

This amount withheld surpasses the normal time for withholding. May we have a letter from your office for our records indicating specific reasons for retainage of funds.

Thank you.

Sincerely,

G. W. WOODWARD, INC.

G. W. Woodward

GWW/jg

8-1110
7390

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Floras Creek - Sixes River

WEEK ENDING: October 30, 1970

SECTION PREFIX: 8-1110

HIGHWAY: Oregon Coast

COUNTY: Curry

NAME OF JOB: Floras Creek - Sixes River

KIND OF WORK: Paving

CONTRACTOR: G. W. Woodward Company, Inc.

CONTRACT NUMBER: 7390

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 20, 1970

DATE WORK STARTED: June 29, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 125

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 110

PERCENT OF TIME ELAPSED: 88

PROJECT AUTHORIZATION: $ 228,122.51

EXCLUSIVE OF ENGINEERING: $ 210,033.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 191,029.56

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 9.05 %

ENGINEERING AUTHORIZATION: $ 18,089.01

ENGINEERING COST TO DATE: $ 17,965.54

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: September 29, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	
None	None	None	None	100	None	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.72
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5.72
TOTAL ESTIMATED QUANTITIES (CONTRACT)					17,900 ton
TOTAL QUANTITIES CORRECTED TO DATE					17,844 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					17,844 ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		BEN GIFFORD
SATURDAY				

Routing

RECEIVED
1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	No work.

REMARKS

John Quiner, Regional Construction Engineer, Made the final inspection of the project on Wednesday.

Semi-Final Estimate is completed and will be forwarded to the Regional Office the first part of next week.

Final Report.

SIGNED Bobby D. Johnson LOCATION Coquille
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

RECEIVED
JUN 2 - 1970
FOR FILING

8-1110

7390

June 1, 1970

G. W. Woodward Co., Inc.
Highway 42
Coquille, Oregon 97423

Gentlemen:

Enclosed are three copies of Contract No. 7390 for $199,489 awarded to you by the State Highway Commission on May 20, 1970. This contract is for paving on the Floras Creek-Sixes River Section of the Oregon Coast Highway in Curry County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 12, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Bobby Johnson

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

RECEIVED
APR 11 1967

Const
R/W
101 - Curry

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

7390

Routing
Morelock
Scott

RECEIVED
APR 10 1967
CONSTRUCTION
DIVISION

April 7, 1967

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 3, 1967 which enclosed the prospectuses for the following projects:

Hide Creek - Marys River Section
Alsea Highway - Benton County

Hight Road - Clear Creek Section
Woodburn - Estacada Highway - Clackamas County

Floras Creek - Sixes River Section
Oregon Coast Highway - Curry County

Field investigational reports reveal that no special problems exist on any of these projects.

Ordinary precautions against siltation and debris should be taken, as anadromous fish occur in each of the streams involved in these projects.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

-10-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T.C. Roake
. E. Morelock
. W. Rulien (2)
. D. Asburry (2)
. R. Chandler (2)
fw

ROK/dm

cc: Director OFC

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing

RECEIVED
MAR 1 1967
CONSTRUCTION
DIVISION

March 3, 1967

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Const
ph
101 - Curry

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are the following prospectuses for location surveys proposed by the Oregon State Highway Department:

Hide Creek-Marys River Section
Alsea Highway - Benton County

Hight Road-Clear Creek Section Section 18 4S. 4E. Bridge Crossing
Woodburn-Estacada Highway - Clackamas County

Floras Creek-Sixes River Section
Oregon Coast Highway - Curry County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

-16-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. B. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (2)
fp

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
MAR 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SNR 3-9-67

Attachments

cc: Oregon Game Commission

Dear Mr. Morgan

We anticipate no fishery conflicts on the above titled projects and they are approved.

Contractors should be made aware that depositing silt or foreign materials in the streams may cause severe fishery problems.

Byer Carnegie
Hydraulic Engr.

3-3 67

IVE
MA 1967
FO
Coast
101 - Curry

Prefix No. 8-1498

LOCATION PROSPECTUS
FLORAS CREEK-SIXES RIVER SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

HIGHWAY:	Oregon Coast; State Primary No. 9, Federal-aid Primary No. 2.
TERMINI:	The northerly terminus is at M.P. 289.11, the southerly end of the Floras Creek Section and approximately 1.35 miles southerly of the Langlois Post Office. The southerly terminus is at M.P. 295.27, the northerly end of the Sixes River-Elk River survey and approximately 0.31 mile northerly of the Sixes Post Office.
LENGTH:	6.11 miles.
PROGRAM:	Not programmed.
NARRATIVE:	This is a location survey to prepare plans, specifications and estimates for grading, paving and structure along the existing facility with minor changes in the existing alignment. Reconnaissance is not necessary. Soils investigations will be conducted. No special drainage problems are anticipated. An economic analysis is not needed at this time. Investigations will be made of past high water data to see if the design of this project will be affected.
CHARACTERISTICS:	Present ADT 2250; Projected ADT 4300.
STANDARDS:	Class "A"(2). Deviations from State and AASHO standards are anticipated in those areas only where an overlay is projected.
TYPICAL SECTIONS:	Sections to be resurfaced will be two 12-foot travel lanes with 4-foot paved shoulders. On new alignment the section will be two 12-foot travel lanes with 10-foot paved shoulders. Right of way for future four laning will be considered.
BASE DESIGN:	Tentative base design for construction is:

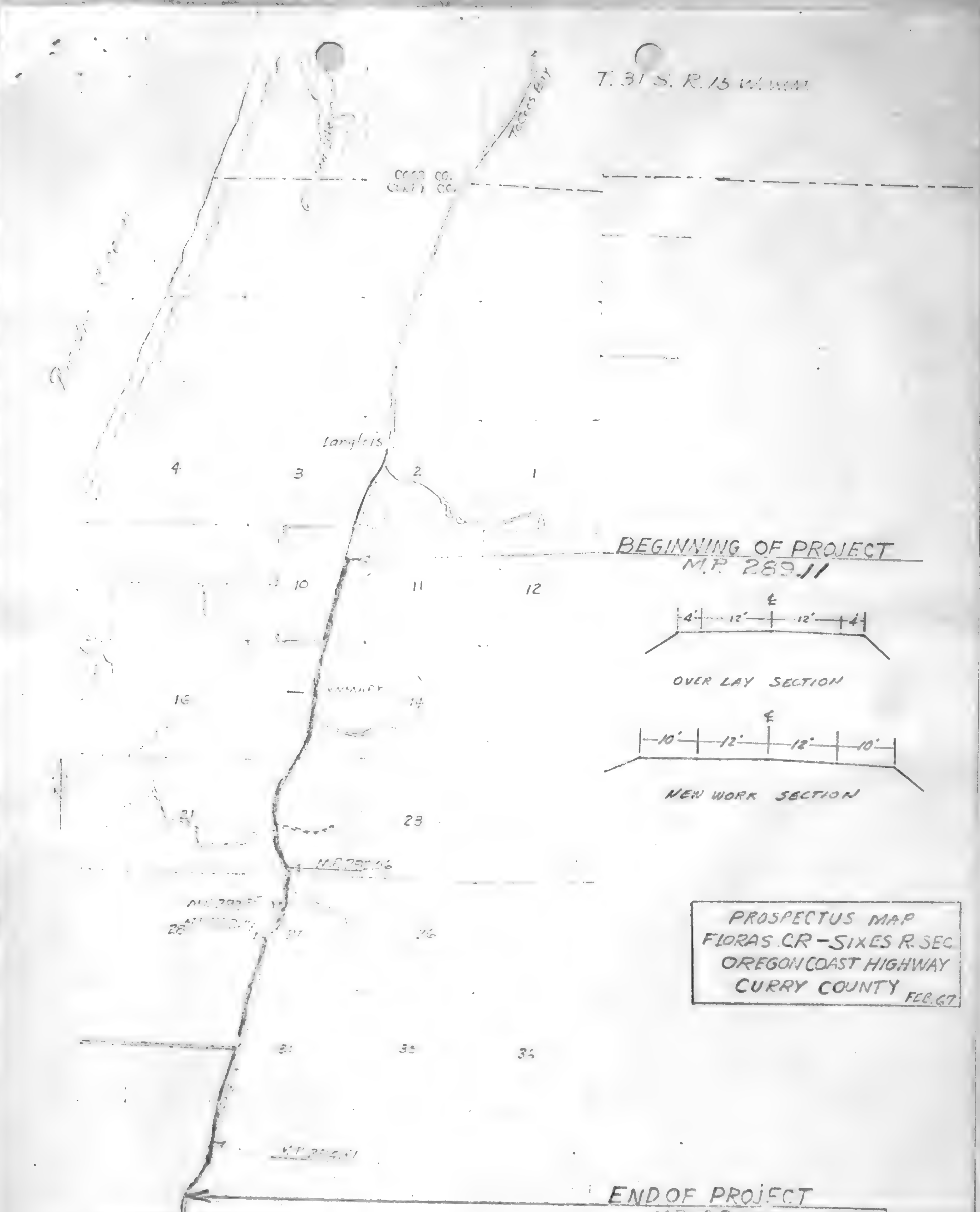
Over Existing Pavement	New Work
4" A.C.	4" A.C.
Variable Level Course	3" Plant mix bituminous base
	16" Crushed Rock
	23" Total Depth

NOTED
FORREST COOPER

ACCESS:	Limited to location.
BRIDGE:	At M.P. 290.38 there is a 50-foot R.C.D.G. span over Willow Creek with a horizontal clearance of 19.04 feet. Field studies will be made to determine any alterations necessary or the replacement of the existing structure.
ADD'L FACILITIES:	None.
MATERIAL:	Sources of suitable material will be located during the survey and referenced to the project.
AGREEMENTS:	Routine utility adjustments are anticipated.
PARKS:	Port Orford Cedar Forest Wayside will be affected by this project.

March 3, 1967
Attachment
cc: Forrest Cooper
F.B. Klaboe
Victor D. Wolfe
Tom Edwards
F.D. Morgan
L.R. Chandler (3)
Mark Astrup
R.N. Chase
H.S. Cox
F.B. Crandall
Frank Hall
E.S. Hunter
Val Johnson
Ivan Merchant (4)
D.H. Moehring (3)
A.D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O.C. Turner
W.H. Tebeau
F.W. Yarbrough (2)
L.H. Young

RECEIVE
MAR 7 1967
OFFICE OF
HIGHWAY ENGI



PROSPECTUS MAP
FLORAS CR – SIXES R. SEC.
OREGON COAST HIGHWAY
CURRY COUNTY
FEB. 67

25-8311 Heppner Rock Production Proj. 1970
near Heppner
#7391

RECEIVED
OCT 28 1970
FOR FILING

35-8311
7311

October 28, 1970

General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

On October 23, 1970, we wrote to you concerning release of final payment on Contract No. 7311 awarded to Vernie Jarl for rock production on the Heppner Section of the Wasco-Heppner and Heppner-Spray Highways in Morrow County.

Final payment on this contract is $2,050 and the total contract amount is $42,875.34. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

bc Frank Morgan
Ivan Merchant
M. S. Coulter
V. E. Skoog
Attn: John Herr

RECEIVED
OCT 29 1970
FOR FILING

25-8311

7391

October 23, 1970

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 7391 awarded to Vernie Jarl for work on the Heppner Section of the Wasco-Heppner and Heppner-Spray Highways in Morrow County was completed on September 16, 1970, and accepted by the Highway Commission on October 22, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 30, 1970.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
E. S. Coulter

RECEIVED
OCT 28 1970
FOR FILING

35-8311
7391

October 22, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 16, 1970 on Contract No. 7391. The contract was with Vernie Jarl and was for rock production on the Heppner Section of the Wasco-Heppner and Heppner-Spray Highways in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 22, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:fw
cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

25-8311

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Heppner

WEEK ENDING: October 9, 1970

SECTION PREFIX: 25-8311

HIGHWAY: Wasco-Heppner & Heppner-Spray

COUNTY: Morrow

NAME OF JOB: Heppner

KIND OF WORK: Rock Production

CONTRACTOR: Vernie Jarl

CONTRACT NUMBER: 7391

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 20, 1970

DATE WORK STARTED: August 3, 1970

ESTIMATED COMPLETION DATE: September 16, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

WORK DAYS USED

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: October 15, 1970

PERCENT OF TIME ELAPSED: 80%

PROJECT AUTHORIZATION: $ 47,174.00

EXCLUSIVE OF ENGINEERING: $ 43,054.00

ENGINEERING AUTHORIZATION: $ 4,120.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 42,875.34

ENGINEERING COST TO DATE: $ 3,263.45

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.4%

PERCENT OF AUTHORIZATION: 79 %

DATE PROJECT WAS COMPLETED: September 16, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			9,412 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,412 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Cloudy-windy			Routing
TUESDAY	Cloudy-rain			RECEIVED
WEDNESDAY	Lt. rain			1 1970
THURSDAY	O'cast-rain			CONSTRUCTION DIVISION
FRIDAY	O'cast-rain			BEN GIFFORD
SATURDAY				NOTED R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate for this project was completed and submitted to the La Grande office on Friday of this week.

Thai will be the final report for this project.

SIGNED LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 2 1970

FOR FILING
25-8311
7391

June 1, 1970

Mr. Vernie Jarl
P. O. Box 691
The Dalles, Oregon 97058

Dear Mr. Jarl:

Enclosed are three copies of Contract No. 7391 for $41,000 awarded to you by the State Highway Commission on May 20, 1970. This contract is for the Heppner Rock Production Project on the Wasco-Heppner and Heppner-Spray Highways in Morrow County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 15, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
M. M. Stump

RECEIVED
APR 17 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1970

25-5311
7391

SUBJECT: Heppner Rock
Production Project

To: Mr. F. B. Klaboe

Please note the attached from the Maintenance Division concerning needed rock.

Will you please fit this into the contracting schedule as quickly as is appropriate.

Tom Edwards ja

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

NOTED
F. B. KLABOE

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

Referred to Barbee 4-16-70 w/note:

Please put this on for May 14 letting.

FBK

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1970

To:

SUBJECT: Heppner Rock Production Project

Tom Edwards
Asst. State Highway Engineer

Building

This office turned down the original Rock Production Request for Heppner.

The quantity requested was 5,000 cu. yds. of 1/4 - 10 for sanding and sealing. It was felt that for rock of this type the department could screen existing crushed rock within a 20-mile radius or purchase it locally. However, the crushed rock was not suitable and no local commercial sources were available.

Therefore, attached are requests for sanding rock and A.C. patching material. Also attached are special provisions and field estimates.

Your approval is recommended.

E. S. Hunter
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Field Maintenance Engineer

CMW:mp
Attachments

Approved 4/15/70
Asst. State Hwy. Engr.

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52678-750

OREGON STATE HIGHWAY DIVISION
Maintenance Department

ROCK PRODUCTION PROJECT

Location: Heppner

Patching and Shoulders:	1/2" - 0"	4,000 cu. yds.
Sanding:	3/8" - 0"	5,000 cu yds.
Cost:		$50,000

20 Mile Inventory:

1/4" - 10	450 cu. yds.
1/2" - 0	960 cu. yds.
1/2" - 1/4"	3,670 cu. yds.
3/4" - 0	30 cu. yds.
3/4" - 1/2"	580 cu. yds.

COMMENTS:

Material required for winter sanding, 3 years.
1/2" - 0 material will be utilized in mixture with existing sizes for A.C. patching.

CMW:mp
4/14/70

OREGON STATE HIGHWAY DIVISION
Maintenance Department

ROCK PRODUCTION PROJECT

Location: Heppner

Quantities: 9,000 cu. yds.

Allocation	Charge Prefix
20%	125-4465-107
40%	125-4465-192
10%	125-4467-107
30%	125-4467-192

CMW:mp
4/14/70

SPECIAL PROVISIONS

Heppner Rock Production Project

WORK TO BE DONE

The work to be done under this contract consists of the furnishing and stockpiling of approximately 9,000 cubic yards of crushed material for use by the State in connection with maintenance operations on two State Highways in Morrow County.

The sections of highways for which the sanding materials are to be furnished are as follows:

Highway	Mile Point Limits of Section
Wasco - Heppner	54.85 to 84.12
Heppner - Spray	0.00 to 24.65

The positions of the two sections of highways with reference to one another and to the City of Heppner are as indicated on the accompanying sketch map.

APPLICABLE STANDARD SPECIFICATIONS

The standard specifications which are applicable to the work on this project are the "Standard Specifications for Highway Construction 1970" and Supplemental Standard Specifications.

All number reference in these special provisions shall be understood to refer to the Article or Section of the standard specifications bearing like numbers.

CLASS OF PROJECT

This is a "State Project".

SECTION 106 - CONTROL OF MATERIALS

106-03 Material Source

The prospective source of material to be used is located on the westerly side of and adjacent to the Wasco-Heppner Highway at M.P. 80.30.

The 3/8" - 0" material shall be cubical. It shall be manufactured by either impact or attrition methods, and the use of the "roll type" crusher will not be permitted. The material shall conform to the following requirements:

% Passing 1/2" Sieve = 100

% Retained on 3/8" Sieve = 0-15
% Passing #10 Sieve = 0-15

If the material source when viewed from the highway subsequent to excavation therefrom presents an appearance which is unsightly and which is not compatible with the surrounding terrain, the contractor shall perform such sloping, trimming, excavating, filling, cleanup or other work as is necessary to bring the area to a condition not unsatisfactory to the engineer.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107-02 Permits and Licenses

The contractor's attention is directed to ORS Chapter 541 which requires anyone removing materials from the bed or banks of any natural waterway in the State of Oregon to first obtain a permit from the State Land Board office in Salem.

108-88 Time for Completion of Work

The work to be done under the contract shall be completed in its entirety not later than October 15, 1969.

SECTION 109 - MEASUREMENT AND PAYMENT

109-13 Suspension of Payments

The contractor is hereby advised that in the event a complaint or charge of unlawful employment practices pursuant to the provisions of ORS Chapter 659 is filed against the contractor by anyone including the State Highway Commission, with the Commissioner of Labor and the Commissioner of Labor issues a cease and desist order as defined in ORS 659.010, no further payments will be made on this contract until such times as all of the provisions of the cease and desist order have been complied with by the contractor.

SECTION 350 - STOCKPILED STONE MATERIALS

350-01. The materials furnished in stockpiles shall be crushed rock or crushed gravel, as defined in Article 202.2.1 and of the designated size and grading as follows:

Designated sizes - The crushed materials shall be of two sizes: 1/2" - 0 and 3/8" - 0.

The grading of the 1/2" - 0 material shall be as follows:

Retained on 3/4" Sieve	None
Passing 3/4" Sieve - retained on 1/2" Sieve	0-10%
Retained on 1/4" Sieve	35-45%
Percent of 1/4" minus fraction retained on #10 Sieve	42-58%

The grading of the 3/8" - 0 material shall be as follows:

Percent passing 1/2" = 100
Retained on 3/8" = 0-15
Passing #10 Sieve = 0-15

350-31 and 350-35. Place of delivery and the tentative plan of distribution of the materials in the stockpiles are as follows:

Stockpile Site Designation (Location as Indicated on Plans)	Distribution of Quantities Cubic Yards to be Stockpiled	
	1/2" - 0 Material	3/8"-0 Material
Site A	4,000	5,000
Site B	- -	- -
Site C	- -	- -
	4,000	5,000

CMW:mp
4/14/70

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

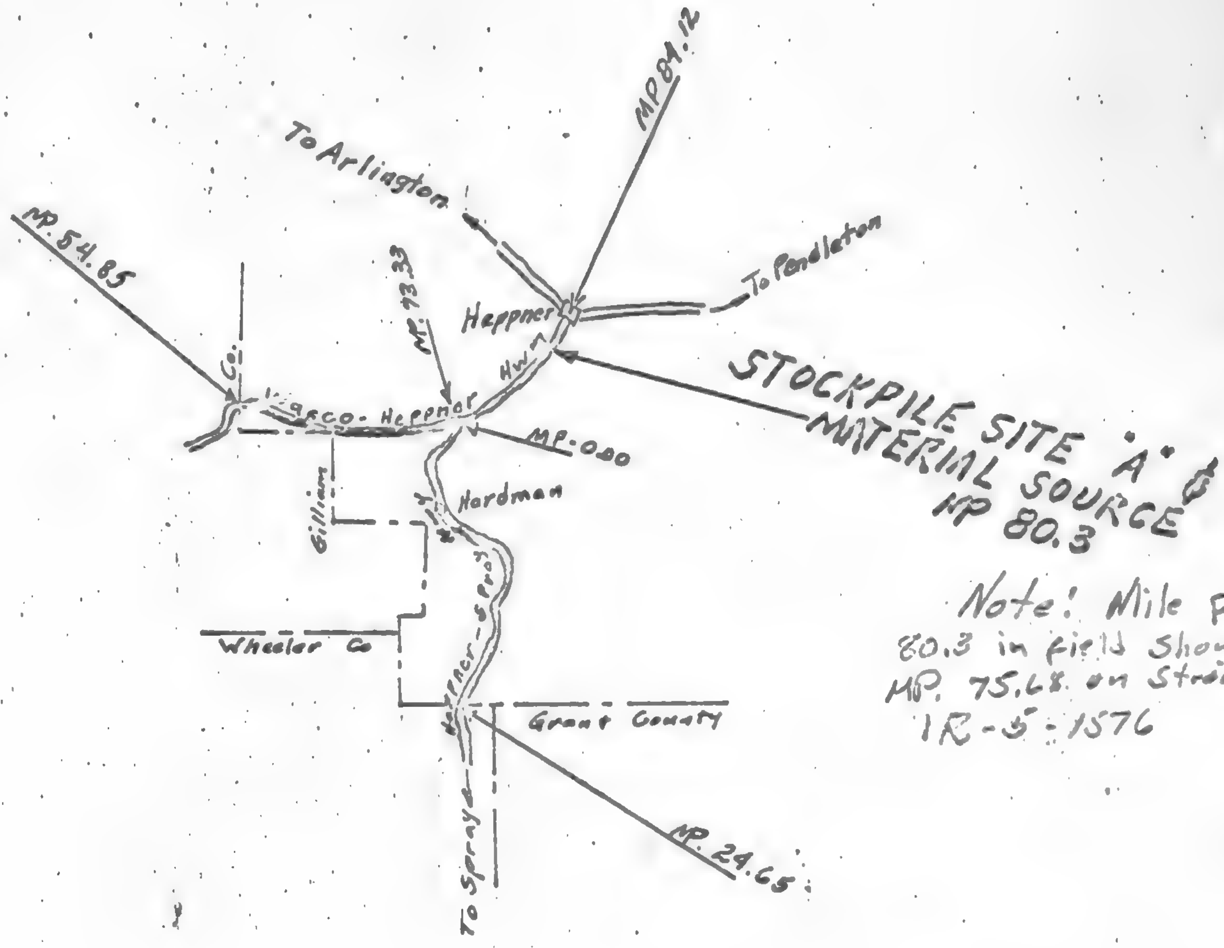
SHEET .... OF .... SHEETS

Section: Heppner Rock Production Unit:
Highway: Wasco-Heppner & Heppner-Spray County: Morrow Prefix:
Length: 53.91 Designer: Hildebrandt Draftsman ____________ Date: 2/4/70

Grading & Surfacing Items

ITEM	UNIT	NET	10% ALLOW.	GROSS	PRICE	AMOUNT
1. Temporary Direction & Protect Traffic	All spec.			100%		400.00
2. 3/8" - 0 Crushed Material in Stockpile	Cu.Yds.			5,000	4.25	21,250.00
3. 1/2" - 0 Crushed Material in Stockpile	Cu.Yds.			4,000	4.10	16,400.00
20% Engineering & Contingencies						7,610.00

TOTAL $ 45,660.00



Note! Mile point
80.3 in field shows as
MP. 75.68 on Straightline.
1R-5-1576

HEPPNER ROCK PRODUCTION

HEPPNER-SPRAY & WASCO-HEPPNER HWY.

MORROW COUNTY

26-1188 NW Kittridge Ave.-NW 29th Ave. 1970
Sec., of Columbia R. Hwy. in Ptld.
#7392 (Paving)

RECEIVED
OCT 21 1970

FOR FILE
26-1188
7392

October 21, 1970

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On October 20, 1970, we wrote to you concerning release of final payment on Contract No. 7392 awarded to Cascade Construction Company, Inc., for work on the N. W. Kittridge Avenue-N. W. 29th Avenue Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $2,850.25 and the total contract amount is $49,345.74, including $560.08 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

bc Frank Morgan
Ivan Merchant
L. W. Julien
V. E. Skoog
Attn: John Herr

RECEIVED
OCT 21 1970
FOR FILING

26-1188

7392

October 20, 1970

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

Contract No. 7392 awarded to Cascade Construction Company, Inc., for paving on the N. W. Kittridge Avenue-N. W. 29th Avenue Section of the Columbia River Highway in Multnomah County, was completed August 20, 1970, and accepted by the Highway Commission on October 19, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 27, 1970.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

bc L. W. Rulien
Frank Morgan
Ivan Marchant
V. E. Shoog
Attn: John Herr

RECEIVED
OCT 20 1970
FOR FILING

26-1188
7342

October 19, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 20, 1970 on Contract No. 7342. The contract was with Cascade Construction Company, Inc. and was for paving on the N.W. Kittridge Avenue-N.W. 29th Avenue Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1970 and that you concur in this procedure at the Commission meeting on November 24, 1970.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
Floyd Query
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

Cont 26-1188
7392

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N.W. Kittridge-N.W. 29 th.		WEEK ENDING: SEPTEMBER 12, 1970 SECTION PREFIX: 261188
	HIGHWAY: Columbia River	COUNTY: Multnomah
NAME OF JOB: N.W. Kittridge-N.W. 29th Ave.	KIND OF WORK: Paving	
CONTRACTOR: Cascade Construction Co.	CONTRACT NUMBER: 7392	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May,20, 1970	DATE WORK STARTED: July 29, 1970	COMPLETION DATE: August 20, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: - SPECIFIED ~~CALENDAR~~ Work DAYS: 70	WORK DAYS USED: - CALENDAR DAYS USED: 69
PROJECT AUTHORIZATION: $72,369.72	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 98.5
EXCLUSIVE OF ENGINEERING: $66,049.22	ENGINEERING AUTHORIZATION: $6,350.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $52,620.22	ENGINEERING COST TO DATE: $4.500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 20 %	PERCENT OF AUTHORIZATION: 71.2%	DATE PROJECT WAS COMPLETED: August 20, 1970

Semi final submitted to region office September 11, 1970.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.45
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					0
TOTAL ESTIMATED QUANTITIES (CONTRACT)					6,540
TOTAL QUANTITIES CORRECTED TO DATE					5,645
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					5,645
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	"			
TUESDAY	Clear			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final report. Semi-final submitted to the Region office on September 11, 1970.

SIGNED ______ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 3 - 1970
FOR FILING

26-1188
7392

June 2, 1970

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Enclosed are three copies of Contract No. 7392 for $57,005 awarded to you by the State Highway Commission on May 20, 1970. This contract is for paving on the N.W. Kittridge Avenue-N.W. 29th Avenue Section of the Columbia River Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 13, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
A. E. Johnson
W. J. Scofield

26-1189 Bancroft St.-Lake Oswego Sec. 1970
of Oswego Highway in Portland.
#7393 (Paving)

RECEIVED
DEC 31 1970

FOR FILE

26-1189

7393

December 30, 1970

The Travelers Indemnity Co.
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A second post-final payment for $1,218 will be made to Cascade Construction Co., Inc., on Contract No. 7393 for paving the Bancroft Street-Lake Oswego Section of the Oswego Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $118,837.36 including the post-final payment. Of the total $6,577.03 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Bullen

RECEIVED
DEC 17 1970

FOR FILING

34-1189
7343

December 17, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Bancroft Street (Portland) Channelization
Oswego Highway, Multnomah County

The area opened up for planting in this project is completely surrounded by paving and a wall on one side. This would tend to dry out faster than under ordinary conditions. It would be difficult to furnish water by tank truck and would be a rather dangerous operation.

The plant material is State Hybrid Bearberry, which will survive well under these conditions.

The addition of planting to the project is important from an environmental standpoint and conforms to the policy of landscaping in the Portland urban area. Your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank Hall
Roy Olson

REO:vmt srb

D) [illegible]
DEC 11 1970

FOR FILING

26-1189

7393

December 11, 1970

The Travelers Indemnity Company
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $908.93 will be made to Cascade Construction Co., Inc., on Contract No. 7393 for paving the Bancroft Street-Lake Oswego Section of the Oswego Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $117,619.36 including the post-final payment. Of the total $8,977.03 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cascade Constr. Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Rulien

RECEIVED
NOV 30 1970
FOR FILING

24-1187
7393

November 30 1970

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford Connecticut 06101

Gentlemen:

Contract No. 7393 awarded to Cascade Construction Company Inc., for paving on the Bancroft Street-Lake Oswego Section of the Oswego Highway in Multnomah County was completed on October 6, 1970, and accepted by the Highway Commission on November 25, 1970.

Final payment in the amount of $[illegible],948.54 will be released to the contractor after December 7, 1970. The total contract amount is $116,710.43 including $7,668.10 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

al

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
Attn: John Kerr
L. W. Bulien

RECEIVED
NOV 30 1970
FOR FILING

26-1189
7393

November 25, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed October 6, 1970 on Contract No. 7393. The contract was with Cascade Construction Company, Inc. and was for paving on the Bancroft Street-Lake Oswego Section of the Oswego Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 25, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
Floyd Query
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

Const 26-1189
7373

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bancroft St.-Lake Oswego
WEEK ENDING: October 31, 1970
SECTION PREFIX: 26-1189
HIGHWAY: Oswego
COUNTY: Multnomah

NAME OF JOB: Bancroft St.-Lake Oswego
KIND OF WORK: Paving
CONTRACTOR: Cascade Construction Co.
CONTRACT NUMBER: 7393
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 20, 1970
DATE WORK STARTED: July 7, 1970
~~EXPECTED~~ COMPLETION DATE: October 6, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: -
SPECIFIED ~~CALENDAR~~ Work DAYS: 70
WORK DAYS USED: -
~~CALENDAR~~ Work DAYS USED: 66
SPECIFIED COMPLETION DATE: -
PERCENT OF TIME ELAPSED: 94.3

PROJECT AUTHORIZATION: $ 138,904.13
EXCLUSIVE OF ENGINEERING: $ 127,889.71
ENGINEERING AUTHORIZATION: $ 11,014.42
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 126,205.38
ENGINEERING COST TO DATE: $ 10,300
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.3 %
PERCENT OF AUTHORIZATION: 93.0 %
DATE PROJECT WAS COMPLETED: October 6, 1970

Final report.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.1
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					5.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)					13,750
TOTAL QUANTITIES CORRECTED TO DATE					13,825
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,825
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

Routing
Morgan AH
Jucker
Bond P
Walker
Boehme
Jonnsen
Swan
Glenn
Litchfield
Gallagner
Stein

RECEIVED
NOV 2 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was submitted to the division office to-day, October 31, 1970

SIGNED ____________ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP F216

RECEIVED
OCT 1 - 1970

FORM E-30 (REV. 10-69)

FOR FILING
SEP 30 1970

TRAFFIC ENGINEERING
2- 1187
7393

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 3, 1970

SUBJECT: Striping Plan
Overlay Project
Bancroft Street-Lake Oswego
Contract No. 7393

To: Mr. R. W. Failmezger
Regional Traffic Engineer
BUILDING

Attached is a copy of a striping plan on the Oswego Highway in the vicinity of Powers Marine Park immediately south of the Sellwood Bridge. The existing three-lane highway will be widened during this overlay project to accommodate four traffic lanes with a typical section of 2' - 11' - 11' - 11' - 11' - 8'. Approximately 4,300 feet can be striped per the attached plan after the completion of the overlay project.

C.L. Kuiper
C. L. Kuiper
Assistant Resident Engineer

CLK:nlb

Encl.

cc: L. W. Rulien

F. B. KLABOE
NOTED

RECEIVED
OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Completed 9-21-70
RWF

Signing 9-23-70

NOTED
L.E. GEORGE

c.c. Rulien
Crandall ✓
Scofield

SP*52475-734

RECEIVED
JUN 3 - 1970
FOR FILING

26-1189

7393

June 2, 1970

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

Enclosed are three copies of Contract No. 7393 for $109,482.50 awarded to you by the State Highway Commission on May 20, 1970. This contract is for paving on the Bancroft Street-Lake Oswego Section of the Oswego Highway in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 13, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
A. E. Johnson
W. J. Scofield

32-1116 Wades Point-Trout Creek Sec. 1970
of Wallowa Lake Hwy. btwn. Lostine
#7394 & Enterprise. (Paving)

RECEIVED
MAR 18 1971
FOR FILING

62-1116
7394

March 18, 1971

U. S. Fidelity and Guaranty Co.
349 Central Building
Seattle, Washington 99302

Gentlemen:

On March 16, 1971, we wrote to you concerning release of final payment on Contract No. 7394 awarded to L. W. Vail Co., Inc., for paving Wade Point-Trout Creek Section of the Wallowa Lake Highway in Wallowa County.

Final payment on this contract is $4,732.08 and the total contract amount is $166,705.91 including $1,699.33 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. W. Vail Co., Inc.
P.O. Box 847
Pasco, Washington 99301

Dunning-Ray Insurance Agency, Inc.
P. O. Box 2828
Pasco, Washington 99302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
MAR 16 1971
FOR FILING

32-1116
7394

March 16, 1971

U. S. Fidelity and Guaranty Company
340 Central Building
Seattle, Washington 99302

Gentlemen:

Contract No. 7394 awarded to L. W. Vail Co., Inc., for paving on the Wades Point-Trout Creek Section of the Wallowa Lake Highway in Wallowa County was completed August 14, 1970, and accepted by the Highway Commission on March 10, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 23, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc
L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Dunning-Ray Insurance Agency, Inc.
P.O. Box 2538
Pasco, Washington 99302

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
MAR 16 1971

FOR FILING

32-1116
7394

March 10, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1970 on Contract No. 7394. The contract was with L. W. Vail Company, Inc. and was for paving on the Wades Point-Trout Creek Section of the Wallowa Lake Highway in Wallowa County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 10, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

32-1116
7394

No. 10 (Final Report)

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wades Point - Trout Creek

WEEK ENDING: August 14, 1970

SECTION PREFIX: 32-1116

HIGHWAY: Wallowa Lake

COUNTY: Wallowa

NAME OF JOB: Wades Point - Trout Creek

KIND OF WORK: Paving

CONTRACTOR: L. W. Vail

CONTRACT NUMBER: 7394

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 20, 1970

DATE WORK STARTED: June 8, 1970

ESTIMATED COMPLETION DATE: August 14, 1970

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 14 SUPERVISION 2

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 100

WORK DAYS USED:

CALENDAR DAYS USED: 63

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 194,073.08

EXCLUSIVE OF ENGINEERING: $ 178,684.03

ENGINEERING AUTHORIZATION: $ 15,389.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 171,000.00

ENGINEERING COST TO DATE: $ 13,723.83

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: OVERRUN / UNDERRUN 4.3 %

PERCENT OF AUTHORIZATION: 89 %

DATE PROJECT WAS COMPLETED: August 14, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.22
MILES PARTIALLY COMPLETED					
MILES COMPLETED					6.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)					21,570
TOTAL QUANTITIES CORRECTED TO DATE					22,038
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					22,038
AVERAGE DAILY QUANTITIES					1,700
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					10

EQUIPMENT USED DURING THE WEEK:

	A. C. Plant	Truck Crane	Distrubuter
Pneumatic Roller	4-20cy Trucks	Power Broom	
Vibratory Roller	980 Loader	2-Flat Wheel Rollers	

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Fair			
MONDAY 10	Fair			
TUESDAY 11	Fair			
WEDNESDAY 12	Fair			
THURSDAY 13	Fair			
FRIDAY 14	Fair			
SATURDAY 8	Fair			

Routing
BEN GIFFORD
E

RECEIVED
[illegible] 1 [illegible] 1970
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No Activity
MONDAY 10	Plant produced 2,212.33 tons of specification mix today. Laid Lt. side from Sta. 441+50 to 541+60.
TUESDAY 11	Plan running smoothly all day. Laid Lt. side from 541+60 to 552 and Rt. from 518 to 552. Set back and paved turnout Lt. 67+40 to 73+60. 1098.57 tons laid this date.
WEDNESDAY 12	Contractor completed all turn-outs, passing lanes & road approaches today. 744.76 tons produced and laid today.
THURSDAY 13	No activity
FRIDAY 14	4 man crew with backhoe loader and ten cu. yd. dump truck cleaned up along edge of highway throughout project.
SATURDAY 8	No Activity

REMARKS

Contractor completed project Friday , Aug. 14, 1970. Has some paving to do for the city of Enterprise and Wallowa County, and will continue to work out of this source until this is done. Probably a week or ten days, according to Vail. Some private work is anticipated and rock is presently being hauled in from an outside source to preform this work.

SIGNED J. C. Hiatt by LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 3 - 1970

FOR FILING

32-1116

7394

June 2, 1970

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

Enclosed are three copies of Contract No. 7394 for $168,339.50 awarded to you by the State Highway Commission on May 20, 1970. This contract is for paving on the Wades Point-Trout Creek Section of the Wallowa Lake Highway in Wallowa County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 13, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
J. C. Hiatt

I-80N-7(29) Bubbs Ranch-Weatherby Section '71
327 of Old Oregon Trail (Grad., pav.,
#7395 struc., sign.) Folder #3

7395

★U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

15

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DIVISION FILE COPY

STATE COPY

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

12-22-76

REGION NO. 10	REPORT NO. 30	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 12-22-76	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(29)327
COMPLETION DATE 5-30-73	ACCEPTANCE DATE BY CONTRACT AGENCY 3-6-74	TIME ELAPSED 100 %	CONTRACT TIME
APPROVED EXTENSIONS 51.5 CWD	LOCATION Begins about 23 miles southeast of Baker and proceeds southeasterly 7 miles to a point about 7 miles NW of Huntington, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BUBBS RANCH-WEATHERBY STATION
OLD OREGON TRAIL HWY.
Grading, Paving, Structures and Signing

RECEIVED
STATE HWY ENGR
JAN 11 '77
REFER TO
cy Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COPY SENT
JAN 10 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 12-22-76	TITLE District Engineer	DATE 1-10-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon
COUNTY: Baker
FEDERAL PROJECT NO.: I-80N-7(29)327
URBAN ( ) RURAL (☒)

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
		CONSTRUCTION TYPE CODES		6204	X080	DATE STARTED July 20, 1970
	20	FINAL CONSTRUCTION COST	DOL.	11,640,448	605,566	DATE COMPLETED May 30, 1973
	21	LENGTH OF PROJECT	MILES	6.973	0.065	TOTAL NO. BRIDGES 2

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS	GROSS EARNINGS
		506,326	3,506,365

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	2,693,676	181,720
	9	PETROLEUM PRODUCTS	GAL.	3,203,440	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	1,460,105	
	4	LUMBER	THSD BD FT	7,000	100
CARD D	5	TIMBER PILING	LIN. FT.		3,400
	7	REINFORCING STEEL	LB.	304,262	1,056,690
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	3,343	1,939
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15 95	AGGREGATES PRODUCED	TON CU. YD.	398,352	
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.	50,963	
	18	GUARDRAIL	LIN. FT.	90,986	
	19	BRIDGE RAIL	LIN. FT.		1,417
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	37,543	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		8	7633
		12	4590
		15	1604
		18	2400
		24	2300
		36	3416
		48	678
CARD J	13	CONCRETE PIPE	
		4	1740
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		12	90
		18	102
		24	64
CARD M	26	CAST IRON PIPE	
		4	22

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in [illegible]nection with Items 17, 18, 19, 23 and 24 should not b[illegible]ported unless difficulties are encountered in segregating such quantities from total quanti[illegible]

7395

STATE COPY

cc: OCMD (N S Coulter,
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

5-5-76

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 5/5/76	REPORT MADE BY R. A. Nichols, Area Engr		PROJECT NO. I-80N-7(16)327
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED NA %	CONTRACT TIME NA
APPROVED EXTENSIONS NA	LOCATION The project began about 23 miles southeast of Baker and proceeded southerly about 13 miles to Lime, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ENT
MAY 21 1976
Washington

ACCESS AND OFFTRACK MAINTENANCE ROAD
DUBBS RANCH-WEATHERBY AND WEATHERBY-LIME SECTIONS
Old Oregon Trail Highway
Utility Project

The work under this utility project was performed as two sections of I-80N (Dubbs Ranch-Weatherby Section, I-80N-7(29)327 and Weatherby-Lime Section, I-80N-7(30)333 were being constructed. These projects were completed 5/23/73 and 1/2/72 respectively. The final work was completed soon after.

7395

7352

5-24-76
ey Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE Richard A. Nichols Area Engineer	DATE 5/20/76	August J. Valach District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7395

★ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

75

cc: OSHD (H S (lter)

U. PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

Nichols —
[illegible] —
Baker — Ba —
Acctg —

12 - 16 - 75

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 29	COUNTY Baker	DIVISION Oregon
IN COMPANY WITH Unaccompanied			
DATE OF INSPECTION 12/16/75	INSPECTION MADE BY R. A. Nichols, Area Engr		PROJECT NO. I-80N-7(29) ~~329~~ 327
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED 100 %	WORK COMPLETED 100 %

BUBBS RANCH - WEATHERBY SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures & Signing

The contract work was completed satisfactorily in June, 1973. Project acceptance was held up pending satisfactory settlement in the residual value of the railroad spur at Nelson Point and alleged irregularities in the railroad protection and flagging areas.

According to the auditors, these have been settled. Acceptance of the project is recommended.

RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer

1-7-76
cy Const.

NOTED
H.S.COULTER

7395

FORM 81-734-3030

NOTED
H. S. COULTER

FILE: CON 5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 6, 1975

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Bubbs Ranch-Weatherby
Contract 7395
Rock Fallout Problem

TO: H. S. Coulter
Assistant State Highway Engineer

SALEM

Dale D Allen

6-11-75
REFER TO
Hunter –
By Asst. State Hwy. Engr.

This looks like a good project – I favor working up contract. –

Refer to your letter of April 9, 1974, attached, and F.H.W.A.'s letter of January 16, 1973, pertaining to the above subject.

In 1973 and 1974 a potential problem of rock fallout from the rock points near Nelson Point was identified as a possible future problem. We have now observed the section carefully through two winters and have concluded that a definite problem does in fact exist, and corrective action is necessary.

We have been in contact with Tom Gray, District Engineer in Washington, regarding their success with the use of rock fallout protective fences. After reviewing their designs, experience and specifications, we concluded that this is an economical and feasible approach to the problem. From our experience we have identified that there are large numbers of rocks that ravel down the slopes and come to rest on the highway, but by far the largest majority of these rocks are in the four to twelve inch diameter size. We have worked up a proposed contract to install rock protection fence at six locations. Total length of the fence will be 7,119 feet, at an estimated cost of $18 per foot, for a cost of $128,142. With engineering and contingencies the estimated cost will be $153,770.

Attached are suggested Special Provisions, cover sheet, typical section, and estimate of cost.

This project has been discussed with Dick Nichols and Vern Cusack of the F.H.W.A. and we have received their concurrence in participating in the project with interstate funding. If you concur in the project, please forward it to the appropriate people for preparation of a contract.

DDA:je
Attachments

RECEIVED
JUN 11 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

APPROVED
ESH
E. S. Hunter
RECEIVED
Date 6-11-75

Rulien } Pls proceed
Versteeg } for early letting

cc Allen
Coulter

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 9, 1974

TO W. E. Schwartz
Regional Engineer
La Grande

FROM H. S. Coulter CT Keasey
for Assistant State Highway Engineer

☐ RE [✓ RCE] ☐ RBE ☐ RML
ROE ☐
☐ RDE **RECEIVED** REGIONAL OFFICE ☐

SUBJECT Bubbs Ranch-Weatherby Section
FAP No. I-80N-7(29)327
Contract No. 7395

Attached are copies of three letters about the first cut southerly from Nelson Point on the subject section regarding possible raveling and rolling rocks endangering the highway.

As noted in the January 16 letter from Glen Green, FHWA Division Engineer, if it can be demonstrated that corrective measures clearly need to be taken, such a plan would be considered eligible for federal participation.

This project has now gone through a rather severe winter and it should be apparent if any correction is needed.

Please have someone examine this cut slope and some of the other similar slopes in that area and advise if corrective action needs to be taken or if the project can be closed.

CTK:ia

Att.

cc C. T. Keasey

#7395

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

August 13, 1974

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Thank you for reminding me of our guardrail post problem by your telephone call of the 12th.

Part of the reason for my delay in responding to your letter of May 20 was lack of a suitable solution to the field portion of the problem. The rest of the delay was the result of being very busy with other problems.

As I indicated on the 12th, the Materials Laboratory had previously (November 22, 1972) accepted the responsibility for the cost of sorting and cleaning of acceptable posts returned to your yard with "Reject" markings. These markings prevented their sale to other buyers. However, at the time we agreed to paying this cost, there had been no discussion of the State having an obligation with respect to field charges. Had the field charges been brought up at that time through the prime contractors, more might have been accomplished toward the resolution of that part of the problem.

In my letter of November 22, 1972 I had stated that the posts and blocks should be separated into three piles: pile 1 fully conforming with the specifications, pile 2 conforming with the requirements of a price agreement, and pile 3 not meeting specifications. The State would pay the handling and cleaning costs of piles 1 and 2; Niedermeyer-Martin would pay the handling and cleaning costs of pile 3. No objection to this arrangement, arrived at by discussion with Messrs A. E. Johnson and C. T. Keasey, was raised by Niedermeyer-Martin. Subsequently, General Testing & Inspection Agency, Inc., in their memo of January 26, 1973 stated that 584 of 816 posts, or 71.56%, fully conformed with the specifications and 294 of 341 blocks, or 86.22%, also conformed with the specifications. You calculated a weighted average of 75.88% of posts and blocks as meeting the specifications. (There was no "pile 2" since no price agreement was entered into.) The total cost of sorting and cleaning, labor and equipment, was $762.50 (adjusted from $900). Under the terms of my November 22, 1972 letter, the Materials Lab is responsible for 75.88% or $578.58 of this cost.

I realize that your company incurred some cost in removing "Reject" markings from posts and blocks which did not meet specifications in order to make them more salable to other purchasers. Under the terms of my November 22 letter the costs of handling and cleaning these items was to be borne by your company.

Our purchase order for $578.58 is enclosed.

Sincerely,

JCJ

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. J. Rief

Niedermeyer
Martin

May 20, 1974.

Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

RECEIVED
MAY 21 1974
MATERIALS DIVISION
OFFICE

Attention: Mr. John C. Jenkins,
Engineer of Materials.

Reference: Your letters of 2/11/74 and 5/15/74.

Dear Mr. Jenkins:

Please excuse the long delay in answering your letter of 2/11/74. I have been in a quandary for sometime as to what action to take concerning this most unfortunate situation, and have been unable to reach a viable solution.

The summation of responses listed in your letter of 2/11/74 do not show clear thinking on the part of your field personnel and also point out the problems regarding field inspection. I could go into a long dissertation refuting each of the responses of the field personnel, but at this time I do not think it would be wise.

The unrefutable facts concerning the rejected posts and blocks on Contract Nos. 7395, 7514 and 7539 are as follows:

1. 816 posts and 341 blocks were rejected in the field and returned to Pacific Wood Treating Corporation.
2. Certain costs (unverifiable by your personnel at this time) were incurred in the field in handling the rejected posts and blocks.
3. The rejected posts and blocks were reinspected by your personnel at Pacific Wood Treating Corporation, Ridgefield, Washington. The results of that inspection were summarized in General Testing & Inspection Agency, Inc. letter of 1/26/73. 75.88% of the posts and blocks rejected by your field personnel did conform to the specifications in existence at the time of their rejection.
4. The men from Pacific Wood Treating Corporation handled and cleaned the reject marks from the posts and blocks

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

Continued on Page #2.

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

3 men at 16 man hours each = 48 hours @ $12.50 per hour	$600.00
1 Forklift operator 6-1/2 hours @ $25.00 per hour	162.50
	$762.50

Our Invoice No. 58485-RG-58 dated 7/13/73 corrected by our letter of 1/30/74 to read $2,279.61 can be broken into two distinct parts:

Part 1 - Jobsite Handling of rejected posts and blocks.	$1,517.11
Part 2 - Reinspection, handling and cleaning . .	762.50
	$2,279.61

By your letter of 2/11/74 you have agreed with Part 2 and made no allowance at all for Part 1. This is an illogical and unjustifiable position. Although at this late date there is no physical way to verify the time spent at each project to handle the rejected posts and blocks; obviously there was substantial time spent in unloading, spreading along the highway grade, and reloading of the posts and blocks incorrectly rejected by your field personnel. Of the material rejected by your personnel, we wish to emphasize that over 75% was in exact accordance with the specifications in existence at the time they were rejected.

In my letter of July 13, 1973, I asked you to note that we did not include in our invoice to the State of Oregon any additional trucking charges. As we had to freight the rejected material from three different geographical locations back to our plant and replace it, the additional trucking cost was substantial. We have only submitted an invoice to the State of Oregon for the man hours back-charged to us by the subcontractors and for our time in proving that the State of Oregon was wrong in making such a substantial rejection in the field.

We ask that the State of Oregon re-evaluate its unfair position and promptly remit full payment of our Invoice No. 58485 in the amount of $2,279.61.

Cordially,
NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG/slp

OREGON STATE
HIGHWAY DIVISION

May 15, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

On February 11, 1974, I wrote you concerning alleged extra costs for handling, cleaning and inspection of guardrail on several Oregon highway contracts. In this letter I stated that our field personnel had disclaimed responsibility for rejections which may have occurred on the projects, these rejections having been for cause. I also stated that the Materials Section believed its responsibility for cleanup and regrading of posts was limited to $578.58 under the terms of my November 22, 1972 letter to you.

This matter has been on the books for a number of months. Have you determined how you would like to resolve it?

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-123

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

NOTED
H.S.COULTER
K

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

e) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr. = $ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr. = $ 162.50

$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
E. J. Rief

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. Wendell E. Schwartz
Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514

We have been unable to make much headway on checking this claim, including, of course, verifying time and equipment charges on the projects involved. Any assistance your office can provide in resolving this problem will be greatly appreciated.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey

FORM 6-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. A. E. Johnson
Deputy State Highway Engineer
OFFICE

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514
Halsey Interchange, Contract 7499
N.W. 185th Ave., Contract 7697

Refer to my letter to Mr. Gilsdorf dated November 22, 1972 in which, after discussion with you and Mr. Keasey, I indicated that the State would pay for cleaning and handling of improperly marked posts in Niedermeyer-Martin's yard at Pacific Wood Treating, Ridgefield. This letter did not mention the State's involvement in backcharges by the guardrail contractors, nor charges by an outside inspection agency for reinspection (it is not clear at this point whose people performed the sorting, cleaning and regrading in the yard).

We are attempting to determine the truth of time and equipment statements submitted by the guardrail contractors and will obtain information from Ed Rief on the time and equipment charges for work at the plant.

Should this invoice be paid direct to Niedermeyer-Martin, assuming it is correct, or should each segment be handled through the appropriate prime contractor? ✓

John C Jenkins

JOHN C. JENKINS
Engineer of Materials & Research

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
FOR
Info Invest R/D

JCJ:go

cc: C. T. Keasey
L. W. Rulien
C. O. Fredrickson
W. E. Schwartz
E. J. Rief
H. S. Coulter

RECEIVED
AUG 7 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

SP*82478-734

Niedermeyer
Martin

July 13, 1973.

State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

Attention: Mr. John C. Jenkins,
Engineer of Materials and Research.

Reference: Our various correspondence regarding rejected guard rail posts and blocks (our letter of November 16, 1972, your letter of November 22, 1972, and our letter of December 1, 1972.)

Dear Mr. Jenkins:

Attached you will find a copy of General Testing & Inspection Agency, Inc.'s Report dated January 26, 1973, on the rejected guard rail posts and blocks returned to Pacific Wood Treating Corporation, Ridgefield, Washington. Also attached you will find a copy of the backcharge statements from Coral Corporation and Hoaglin Construction Co. covering field handling costs for separating, removing, and stockpiling rejected material. Also enclosed you will find our Invoice No. 58485-RG-58 in the amount of $2,383.95 to the State of Oregon, State Highway Division, covering your portion of the cost involved in this unfortunate situation. You will note that we have not included the trucking charges to return the rejected posts and blocks to Ridgefield, Washington as it is almost impossible to isolate these costs.

In reference to Hoaglin Construction Co's claim letter of October 26, 1972, we have only included in the backcharge statement to the State of Oregon Points No. 1, 2, 3, 4, 5, and 6 and the time charges in Point No. 8 only. Their backcharge for the cost of the posts and blocks returned is not part of this statement.

In reference to Coral Corporation's Invoice No. 572 dated November 7, 1972, we have only included Points A and B. The balance of their backcharge statement does not refer to the reject post problem with the State of Oregon.

Of the rejected guard rail posts and blocks returned from the referenced jobs, 403 posts and 874 blocks were returned to the La Grande stockpile without any further handling on our part. This left 816 posts and 341 blocks to inspect at Pacific Wood Treating Corporation. This stock was inspected by your representatives along with Mr. Oddvar Nass from General Testing & Inspection Agency, Inc. As you can see from the report, 71.56%

RECEIVED
JUL [illegible] 1973
MATERIALS DIVISION

(Continued on Page No. 2)

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

of the posts and 86.22% of the blocks met the existing requirements of the Oregon State Highway Department specifications. By using the weighted average method, we have come up with an average of 75.88% of the material met the State of Oregon Highway Department specifications. We have, therefore, invoiced the State of Oregon for 75.88% of the field costs on the part of Hoaglin Construction Co. and Coral Corporation for handling rejected posts and blocks.

We have also invoiced the State of Oregon for 75.88% of the man hours spent at Pacific Wood Treating Corporation to inspect and remove the reject marks from the posts and blocks.

The attached invoice in no way truly reflects the total cost involved concerning the unfortunate problems that occured at the various jobsites last Summer, Fall, and Winter. As the State of Oregon's field inspectors were incorrect in rejecting as many posts as they did, we feel that the attached invoice is a legitimate and fair backcharge to the State of Oregon and prompt payment should be made.

Thank you.

Cordially,

NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG:cp
Enc.

Copies to A E Johnson
H S Coulter
C T Kenney
L W Rulien
C O Fredrickson
W F [illegible]

GENERAL TESTING & INSPECTION AGENCY, INC.
P.O. BOX 17246 • 2015-19 N. KILPATRICK, PORTLAND, OREGON 97217 • AREA CODE 503 - 285-3631
P.O. BOX 876, HEALDSBURG, CALIFORNIA 95448 AREA CODE 707 - 433-4787
P. O. BOX 53, ALTA LOMA, CALIFORNIA 91701 AREA CODE 714 - 987-1232

TO: Bob Gilsdorf
FROM: Odd Nass
SUBJECT: Returned Guardrail Posts and Blocks
DATE: January 26, 1973

After careful inspection of each post and block and removal of all objectionable markings, our findings are as follows:

	8x8 - 6'		
Posts - which conform to current specification (Pile #1)	584	=	71.56%
Posts - which conform to modified specification (Pile #2)	155	=	19.00%
Posts - which do not conform to specification (Pile #3)	77	=	9.44%
TOTAL	816		100.00%
	8x8 - 14"		
Blocks - which conform to specification (Pile #1)	294	=	86.22%
Blocks - which do not conform to specification (Pile #3)	47	=	13.78%
TOTAL	341		100.00%

Time required to inspect and clean posts and block:

Three men 16 hrs. each = 48 man hrs. @ $12.50/hr. = $600.00

One fork lift & operator 12 hrs. @ $25.00/hr. = $300.00

RECEIVE
JUL 16 1973
MATERIALS DIVISION
OFFICE

LUMBER INSPECTION FIELDWORK CONSULTATION LABORATORY

AFFILIATIONS
American Chemical Society, American Society for Testing Materials, American Wood Preservers Association, Forest Products Research Society, American Institute [illegible]
[illegible]

November 22, 1972

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer - Martin Company
1727 N. E. 11th Avenue
Portland, Oregon 97212

Dear Mr. Gilsdorf:

Thankyou for your resume of guardrail post problems currently awaiting resolution. I have discussed the probable solution to these problems with Messrs. A. E. Johnson and Carroll T. Keasey and the following is the position we have taken.

There have been a number of guardrail posts returned to the plant at Ridgefield with various forms of obvious reject marks made on them. Some of these posts you contend are fully within our specifications. All of them you say have been reduced in value by reason of the marking applied to them. Some of these posts are from the storage at LaGrande which had been borrowed to complete orders, only to be rejected and sent to Ridgefield.

First, all posts in storage at LaGrande received only plant inspection by Ed Rief's personnel prior to being put into storage. Therefore, there were probably the usual 1 or 2 percent rejects in this material, which normally would have been weeded out had the bundles been opened on the project site last fall. Since these rejects were not removed last fall, and since the posts have continued to weather over the last year, when these posts were put into service this fall a greater number of rejects would be expected. These posts are expected to comply with the current specifications for the projects on which they will be used, but all posts failing to meet the specifications should be returned to the storage area at LaGrande, not returned to the plant at Ridgefield.

The number of posts and blocks from LaGrande storage which will have to be replaced by you, when post stock is again available, is the total number borrowed, less those returned to LaGrande as rejects.

Note to Rief asks him to keep eye on costs of cleaning & sorting, also keep an eye on LaGrande storage posts returned.

Therefore, the first item of business at Ridgefield is to separate all those posts which should have been returned to LaGrande. The posts remaining should then be examined by your quality control people and separated into three piles, and at the same time the reject markings should be removed by wire brushing or scraping or other means.

Pile 1 should include all those posts or blocks which conform in all respects to the current specifications.

Pile 2 should include all those posts or blocks which could be purchased at a reduced price on the same basis as the price agreement written for the Halsey Interchange-Lane County Line project, i.e., the depth of single or opposite checks in post tops is permitted to increase to the point that only 2 inches of sound wood remains between check bottoms; post bottoms will be viewed more leniently; otherwise the post is to conform to the specifications.

Pile 3 should include all posts not acceptable for full price or on price agreement.

The State will pay the costs of cleaning and handling associated with piles 1 and 2. Wiesenmeyer-Martin will pay cleaning and handling costs associated with pile 3.

Upon completion of sorting and cleaning of piles 1 and 2, personnel from Ed Rief's office will spot check piles 1 and 2 to determine agreement with the plant quality control decisions as to pile assignment.

The Project Engineer has the responsibility of determining that material incorporated into his project meets specifications. The Region Office works with him in accomplishing this goal. The Construction Section, and to some extent the Materials Section, works with the Region and Project Personnel on an advisory basis to see that the Project Engineer and his people are properly trained. To this end the Construction Section sponsors annual Resident Engineer/Inspector seminars in the several regions of the Highway Division. A series of these seminars is planned for this winter, probably January. Mr. Whit Leach of Western Wood Products Association has offered to supply personnel to conduct training courses on guardrail post grading at these seminars. In the meantime we will take such steps as are possible to see that the field inspectors know how to interpret the grading rules.

We would welcome an opinion from a lumber grading association as to the true nature of the "defects" which caused rejection. Since in almost all cases the "defects" are of a type which would be altered with age (checks), the reinspection would have to be informal, since Section 300(b) of Rules No. 16 and Section 5.31 of the WWPA rules indicate the characteristics changed by time may not be made the basis of a formal reinspection. Perhaps you can arrange for such a consultation with Ed Rief in the plant at the time of his re-evaluation after the posts are cleaned and sorted. If you wish to arrange similar consultations with the personnel on the North Powder, Baldock and Richland Interchange projects concerning the rejected posts which are still located at the project site, I suspect you could make such arrangements through the Region Engineer, Mr. W. E. Schwartz, in LaGrande.

A recent directive issued by Mr. C. T. Keesey, Construction Engineer, has instructed field personnel to stop painting the word "Reject" on posts. Instead, rejected posts are to be identified by pounding out with a ball peen hammer the "(S)" stamp put on the top of the post at the plant by Ed Rief's people and marking this obliteration with a small "X" made with crayon.

I hope these provisions will resolve the problems which have plagued us since mid-summer.

Very truly yours,

GEORGE M. BALDWIN
Administrator of Highways

By

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
C. T. Keesey
J. B. Boyd
W. E. Schwartz
E. J. Rief

Coral Corporation

135 E. HEREFORD STREET
GLADSTONE, OREGON 97027

Phone: (503) 656-0601

572

DATE 11/7/72

Factory No. **Salesman**

Customer's Order No.

TERMS

F. O. B.

DATE SHIPPED

SHIPPED VIA

SOLD TO

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Shipped To

QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
ORDERED	SHIPPED			
		Summary of backcharges - see attached sheets for detail		
		Halsey Interchange		$ 883.58
		Powder River		363.76
		Alder Creek		1,012.68
		Randle-Yakima		1,108.59
				3,368.61
		Less unearned cash discounts		512.32
		Total now due		$2,856.29

The goods specified herein were produced in compliance with the requirements of the Fair Labor Standards Act of 1938 as amended.

[illegible] BATTLE CHICAGO [illegible]

Niedermeyer-Martin Company

Backcharge covering:

A. Separating, removing and stockpiling rejected guardrail posts and lost time waiting for material to be shipped to the jobsite at Halsey Interchange on 8/16/72, 8/22/72, 8/24/72, 8/25/72, 10/2/72, 10/3/72 and 10/4/72:

Labor	Hours	Rate	Amount	
Operator foreman	21.5	$8.74	$187.91	
Supervisor	12	8.26	99.12	
Oiler	6	7.68	46.08	
Laborer	25.5	6.35	161.92	$495.03
Taxes and insurance				74.25
Equipment				
3/4 ton pickup	25.5	3.10		79.05
Texoma - 3 3/4" kellybar	6	20.00		120.00
				768.33
Overhead 15%				115.25
		Total Halsey Interchange		$883.58

B. Same as above re Powder River on 9/29/72, 10/4/72, 10/10/72 and 10/11/72:

Operator foreman	10	8.74	87.40	
Supervisor	3	8.26	24.78	
Oiler	2	7.68	15.36	
Laborer	15	6.35	95.24	$222.79
Taxes and insurance				33.42
3/4 ton pickup	3	3.10	9.30	
2 ton flatbed	5	4.00	20.00	
Punch - 3 3/4" kellybar	2	15.40	30.80	50.10
				316.31
Overhead 15%				47.45
		Total Powder River		$363.76

C. Difference is cost of 348 - 8" x 8" x 6' Oregon treated wood posts between agreed price of $5.14 ea. and J.H. Bater price of $8.05 ea. for Alder Creek job.

384 x $2.91	$1,012.68

D. Time lost while crew waited for delivery of posts promised on 10/23/72, 10/24/72 and 10/25/72 re Randle-Yakima job. Posts were delivered at 1:00 P.M. on 10/25/72:

Labor		Hours	Rate	Amount	
Operator foreman	(1)	42	8.74	367.08	
Laborer	(1)	21	6.35	133.35	$500.43
Taxes and insurance					75.06
3/4 ton pickup	(1)	21	3.10	65.10	
Auger/driver w 3 3/4" kellybar	(1)	21	15.40	323.40	388.50
					963.99
Overhead 15%					144.60
					$1,108.59

(1) Includes movement of equipment in and out of jobsite and idle time on equipment.

PHONE [illegible]
[illegible] STREET

Coral Corporation
P. O. BOX 258
GLADSTONE OREGON 97027

November 7, 1972

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Dear Bob:

I want to extend my appreciation for the approach you took last Friday to help us with some of our Oregon post problems. You can be sure we will make every attempt possible to assist you in resolving the matter with the State of Oregon in the future.

Since we discussed a number of mutual problems, I think a summary of the results of our meeting is in order:

Cash discounts:

You indicated, as supported by a schedule of unearned discounts and outstanding invoices, that Coral had taken $512.32 of discounts in error. Although we consistently did not receive the invoices for 3 to 5 days from the indicated mailing date I cannot quibble with your allegation. We have therefore given you a credit for this amount against our invoice (copy attached). In addition we established that all material would be sold to Coral Corporation under terms of 2% discount if paid by the 10th (prox.) of the month following the date of receipt of the material.

Down time and handling costs:

We agreed that Niedermeyer-Martin Company would reimburse Coral Corporation for time lost due to failure to deliver material when specified by Niedermeyer. In addition, costs incurred by Coral in handling rejected materials would also be reimbursed. Enclosed is a copy of our invoice covering these amounts, which is detailed by contract.

Excess acquisition costs:

Coral is to be reimbursed for the difference in cost between that previously agreed with Niedermeyer ($5.14 per post) and that incurred by Coral in acquiring the material from J.H. Baxter at $8.05 per post. This material consisted of 348 posts used at our Alder Creek job. This amount is also included in our invoice.

The number of posts shipped to and rejected at Halsey and Powder River is apparently somewhat of an enigma at this point. When we can get all the billings together on these jobs we will attempt to relate the number of posts billed to the number installed on the job according to our field reports and billing records.

There were a number of past due invoices on the unearned discount recap. Invoices 55112 and 55184 are in the Swamp Creek problem re. Shaffer Engineering & Construction Company. We have filed a lien against their bond on November 3, 1972. We have previously paid a number of invoices on this job. Invoices 55377 and 55666 were being held pending a final agreement on the problems at our Halsey Interchange job.

Since the State of Oregon is holding back funds on our Halsey job equivalent to the value of posts taken from their stockpile in La Grande the discount period should begin on the shipment when we are billed. I understand that you will bill us for the posts after you have replaced those taken from the State stockpile.

I think I have covered everything that we discussed and agreed upon. If you have any additional comments, please give me a call.

Very truly yours,

Lawrence E. Bosworth, C.P.A.
Controller

LEB/sls

Niedermeyer
Martin

Niedermeyer-Martin Co. 1727 N.E. Eleventh Ave., Portland, Oregon 97212 • 503/287-2411. Telex No. [redacted]. Cable/NIEDO
36-0617

SOLD TO
State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

INVOICE NO 58485-RG-53

SHIP TO (SAME AS SOLD TO UNLESS NOTED)

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

YOUR ORDER NO.	OUR ORDER NO.	TERMS OF PAYMENT	DATE
		Net 30 Days	07/13/73
SOLD F.O.B.		ROUTE VIA	CAR NO.

THIS INVOICE IN THE AMOUNT OF $2,383.95 IS ISSUED PER ATTACHED LETTER DATED 7/13/73.

TOTAL AMOUNT OF THIS INVOICE $2,383.95

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

dkm

ORIGINAL

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 537, Cornelius, Oregon 97113
(503) 643-3148

October 26, 1972

Niedermeyer-Martin Co.
1727 N.E. Eleventh Ave.
Portland, Oregon 97212

Attention: Bob Gilsdorf

RE: Backcharges

Gentlemen:

The following is a breakdown of backcharges which we have discussed in prior weeks and months relating to defective material.

X (1) August 22, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 laborer	4 hours @ $8.83	$ 35.32 ✓	
1 operator	4 hours @ $11.48	45.92 ✓	
1 teamster	4 hours @ $9.73	38.92 ✓	
2 ton truck	4 hours @ $4.60	18.40 ✓	$ 138.56 ✓

X (2) August 24, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	2½ hours @ $11.48	28.70 ✓	
1 teamster	2½ hours @ $ 9.73	24.32 ✓	
2 ton truck	2½ hours @ $ 4.60	11.50 ✓	64.52 ✓

X (3) August 28, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. [illegible] Oregon [illegible]
(503) 643-3148

Page 2

X (4) August 29, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

X (5) September 7, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts and blocks.

1 operator	3 hours @ $11.48	34.44 ✓	
1 teamster	3 hours @ $ 9.73	29.19 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	
2 ton truck	3 hours @ $ 4.60	13.80 ✓	103.92 ✓

X (6) September 11, 1972 - Contract 7539 - Richland Interchange
Sorting and stacking rejected posts.

1 operator	3 hours @ $11.48	34.44 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	60.93 ✓

---

(7) Shipment dated August 16, 1972 your shipment number 26128-RG for Contract 7539 - Richland Interchange the following materials were rejected by the Oregon State Highway Department:

Posts	300 @ $6.90 EA	2,070.00 ✓	
Blocks	103 @ $1.55 EA	159.65 ✓	2,229.65 ✓

TB

Guarantees [illegible] [illegible] B-1 [illegible]

X (8) Shipment dated August 23, 1972 your order no. 26228-RG for contract 7697 - N.W. 185th Ave. the following materials were rejected by the Oregon State Highway Department and were returned.

Posts	110 @ $6.60	726.00 ✓	
1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 labors	12 hours @ $ 8.83	105.96 ✓	
Lowboy	6 hours @ $13.92	83.52 ✓	1,042.74 ✓
		316.74	

VERN HOAGLIN CONSTRUCTION CO., INC
[illegible] P.O. Box [illegible], [illegible], Oregon [illegible]
(503) 648-3143

Page 3

(9) August 18, 1972 Returned to Niedermeyer-Martin Co. rejected posts and blocks from Hoaglin Construction Cornelius yard.

Posts	167 @ $5.90 EA	985.30 ✓	
Blocks	199 @ $1.30 EA	258.70 ✓	1,244.00 ✓

No!

(10) Sorted and hauled the above posts and blocks.

1 operator	8 hours @ $11.48	91.84 ✓	
1 teamster	11 hours @ $ 9.73	107.03 ✓	
Transport	5 hours @ $13.92	69.60 ✓	268.47 ✓

X (11) Enclosed is an invoice previously sent for materials you could not supply. 0-32415 Ly — 707.40

TOTAL AMOUNT OF BACKCHARGES — $ 6,169.91

MEMO: Total quantity on rejected posts and blocks for Contract 7395 - Bubbs Ranch will follow later.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Robert Wong

RW/sb

7395

5

Salem

April 9, 1974

W. E. Schwartz
Regional Engineer
La Grande

For H. S. Coulter CT Keasey
Assistant State Highway Engineer

Bubbs Ranch-Weatherby Section
FAP No. I-80N-7(29)327
Contract No. 7395

Attached are copies of three letters about the first cut southerly from Nelson Point on the subject section regarding possible raveling and rolling rocks endangering the highway.

As noted in the January 16 letter from Glen Green, FHWA Division Engineer, if it can be demonstrated that corrective measures clearly need to be taken, such a plan would be considered eligible for federal participation.

This project has now gone through a rather severe winter and it should be apparent if any correction is needed.

Please have someone examine this cut slope and some of the other similar slopes in that area and advise if corrective action needs to be taken or if the project can be closed.

CTK:ia

Att.

cc C. T. Keasey

7395

STATE COPY

5

MONTHLY TRANSACTION NUMBER 3-41	U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Baker
MODIFICATION NUMBER 3	(PPM 21-7) 3-13-74	PROJECT NUMBER I-80N-7(29)327

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 26, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,332,957	$ 13,425,818
Federal Funds	$ 12,300,900	$ 12,386,500
Other revisions		

This modification is made for the following reasons:

to include additional approved extra work orders and price agreements

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of March, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
(Division Engineer)
for G. L. Green

Oregon State Highway Division

Federal-Aid Project
No. I-80N-7(29)327

BUBBS RANCH-WEATHERBY SECTION OF THE OLD OREGON TRAIL HWY. IN BAKER COUNTY

Salem, Oregon, March 7, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "EB" 1312+00 thru Equa. 1468+22.04 = 99+17.93 to Sta. 316+50)

Subtotal on Previous Estimate of November 20, 1972 $11,595,344.50

Additional Approved Items			
P.A. 19 Construct Type "G" Inlets	38 only	280.00	$ 10,640.00
P.A. 20 Install Keyway Planking	27,500 lin.ft.	0.40	11,000.00
P.A. 48 Reimburse Contractor for R.R. Protective Cost	Lump Sum		13,655.20
P.A. 49 Final Claim Settlement	Lump Sum		33,000.00
EWO 34 Seed & Fertilize Waste Area	All Required		2,000.00
EWO 36 Construct Earth Berm	All Required		2,061.26
EWO 37 Place Riprap on Bank	All Required		3,581.09
EWO 38 Remove & Reinstall Type 2 Barricade	All Required		4,798.34
EWO 39 Install Culverts Under R.R.	All Required		3,683.11
		Increase	$ 84,419.00
	Subtotal		$11,679,763.50
	10% Engr. & Cont.*		1,164,975.50
	Total		$12,844,739.00

*Reduced in accordance with Para. 5 (Proj. field office) of PPM 30-6.

Totals for Structures same as previous estimate of June 3, 1971 $ 581,079.00

Length of Roadway - - - - - - - - - - 6.973 miles
Length of Structure - - - - - - - - - 0.065 mile
Total Length 7.038 miles

Cost of Roadway per Mile- - - - - - - $1,842,067.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,844,739.00	$11,850,500.00	$ 994,239.00
Structures	581,079.00	536,000.00	45,079.00
Total	$13,425,818.00	$12,386,500.00	$1,039,318.00

Group 1 - 100%
Contract No. 7395
Prefix: 601-1071

#.17345

STATE COPY

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MONTHLY TRANSACTION NUMBER
12-13

PROJECT REPORT NUMBER
8

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-27-72

TATE
Oregon

COUNTY
Baker

PROJECT NUMBER
I-80N-7(29)327

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 26, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,883,055	$ 13,332,957
Federal Funds	$ 10,963,200	$ 12,300,900
Other revisions		

This modification is made for the following reasons:

Increase in estimated bid item quantities and approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27th day of November, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E J Valach
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-80N-7(29)327

BUBBS RANCH-WEATHERBY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, November 20, 1972

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "EB" 1312+00 thru Equa. 1468+22.04 = 99+17.93 to Sta. 316+50)

Subtotal on previous estimate of June 3, 1971				$10,277,251.50
Previous estimate				
General Excavation, Location 'A'	2,720,000	cu.yd.	1.00	$ 2,720,000.00
General Excavation, Location 'B'	2,540,000	cu.yd.	1.10	2,794,000.00
Plant Mix Aggregate Base	182,000	ton	2.50	455,000.00
Class "B" Asphalt Concrete Mixture	136,400	ton	5.00	682,000.00
Guard Rail, Type '2A'	44,400	lin.ft.	4.10	182,040.00
Median Barrier	30,000	lin.ft.	5.65	169,500.00
				$ 7,002,540.00
Revised estimate				
General Excavation, Location 'A'	1,984,500	cu.yd.	1.00	$ 1,984,500.00
General Excavation, Location 'B'	3,522,000	cu.yd.	1.10	3,874,200.00
Plant Mix Aggregate Base	138,650	ton	2.50	346,625.00
Class "B" Asphalt Concrete Mixture	130,000	ton	5.00	650,000.00
Guard Rail, Type '2A'	35,700	lin.ft.	4.10	146,370.00
Median Barrier	0	lin.ft.	5.65	-
PA 37 General Excavation	387,000	cu.yd.	2.38	921,060.00
EWO 22 Slide Removal, Sta. 114-120	All Required			292,240.00
EWO 24 Slide Removal, Sta. 100-106	All Required			55,000.00
EWO 25 Construct & Maintain Haul Road	All Required			22,888.00
EWO 30 Construct Bin Type Retaining Wall	All Required			27,750.00
				$ 8,320,633.00
	Net Increase			1,318,093.00
	Subtotal			$11,595,344.50
	10% Engr. & Cont.*			1,156,533.50
	Total			$12,751,878.00

*Reduced in accordance with Para. 5 (Proj. field office) of PPM 30-6.

Totals for structures same as previous estimate of June 3, 1971	$ 581,079.00

Length of Roadway - - - - - - - - - -	6.973 miles
Length of Structure - - - - - - - - -	0.065 mile
Total Length - - - - - - - - - -	7.038 miles
Cost of Roadway per mile - - - - - -	$1,828,750.61

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,751,878.00	$11,764,900.00	$ 986,978.00
Structures	581,079.00	536,000.00	45,079.00
Total	$13,332,957.00	$12,300,900.00	$1,032,057.00

Group 1 - 100%

Contract No. 7395

Prefix 601-1071

2325

STATE COPY

Monthly transaction number 6-34	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	te Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-8-71	County Baker
Modification number 1		Project number I-80N-7(29)327

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 26, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,943,728	$ 11,883,055
Federal funds	$ 9,173,000	$ 10,963,200
Other revisions		

This modification is made for the following reasons:

Increase in estimated bid item quantities and approved additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of June, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-80N-7(29)327

BUBBS RANCH-WEATHERBY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, June 3, 1971

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "EB" 1312+00 thru equation 1467+22.04 bk = 99+17.93 ahd. to Sta. 316+50)(Contract No. 7395)

Furnishing Field Laboratory Building	2 only	1,500.00	$ 3,000.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Clearing and Grubbing	All Required		527,200.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	1,650 cu.yd.	4.00	6,600.00
General Excavation, Location "A"	2,720,000 cu.yd.	1.00	2,720,000.00*
General Excavation, Location "B"	2,540,000 cu.yd.	1.10	2,794,000.00*
Toe Trench Excavation, Unclassified	13,000 cu.yd.	2.00	26,000.00
Extra for Selected Subgrade Material	230,000 cu.yd.	0.35	80,500.00
Extra for Selected Topsoil Material	36,500 cu.yd.	0.20	7,300.00
Overhaul	1,834,000 C-yd.sta.	0.20	366,800.00*
Trench Excavation	12,550 cu.yd.	7.00	87,850.00
Finishing Roadbed and Slopes	All Required		1,000.00
Obliteration of Roadway	22,100 sq.yd.	0.20	4,420.00
Watering	50,600 M-gal.	1.00	50,600.00
Bituminous Base Mixture	100,000 ton	4.50	450,000.00
Asphalt in Bituminous Base Mixture	5,500 ton	36.00	198,000.00
3/4" - 0 Aggregate Base	9,450 ton	2.70	25,515.00
Plant Mix Aggregate Base	182,000 ton	2.50	455,000.00
Class "B" Asphalt Concrete Mixture	136,400 ton	5.00	682,000.00
Asphalt Cement in Mixture	8,900 ton	36.00	320,400.00
Asphalt in Tack Coat	90 ton	50.00	4,500.00
3/4" - 0 Aggregate in Prime Coat	4,230 cu.yd.	4.75	20,092.50
MC-250 Asphalt in Prime Coat	770 ton	50.00	38,500.00
Reinforced Concrete Bridge End Panels	800 sq.yd.	20.00	16,000.00
Class "A" Concrete in Box Culverts	1,600 cu.yd.	90.00	144,000.00
Class "A" Concrete in Walls	290 cu.yd.	80.00	23,200.00
Reinforcement in Box Culverts	294,000 lb.	0.15	44,100.00
Reinforcement in Walls	21,500 lb.	0.15	3,225.00
12-inch Culvert Pipe	440 lin.ft.	3.50	1,540.00
15-inch Culvert Pipe	1,020 lin.ft.	3.60	3,672.00
18-inch Culvert Pipe	640 lin.ft.	4.30	2,752.00

24-inch Culvert Pipe	1,590 lin.ft.	5.60	$ 8,904.00
36-inch Culvert Pipe	2,660 lin.ft.	11.00	29,260.00
48-inch Culvert Pipe	640 lin.ft.	15.00	9,600.00
18-inch Irrigation Pipe	1,190 lin.ft.	5.00	5,950.00
24-inch Irrigation Pipe	80 lin.ft.	7.00	560.00
36-inch Irrigation Pipe	700 lin.ft.	12.00	8,400.00
12-inch Sewer Pipe	1,500 lin.ft.	4.00	6,000.00
15-inch Sewer Pipe	350 lin.ft.	5.00	1,750.00
18-inch Sewer Pipe	270 lin.ft.	5.00	1,350.00
21-inch Sewer Pipe	520 lin.ft.	5.50	2,860.00
24-inch Sewer Pipe	300 lin.ft.	6.00	1,800.00
Extra for Pipe Under Pavement	390 lin.ft.	35.00	13,650.00
15-inch Paved Culvert End Slopes	4 only	75.00	300.00
18-inch Paved Culvert End Slopes	1 only	90.00	90.00
24-inch Paved Culvert End Slopes	4 only	150.00	600.00
36-inch Paved Culvert End Slopes	9 only	300.00	2,700.00
48-inch Paved Culvert End Slopes	2 only	400.00	800.00
Installing 18-inch Pipe Under Pavement	70 lin.ft.	50.00	3,500.00
Installing 24-inch Pipe Under Pavement	115 lin.ft.	40.00	4,600.00
Installing 36-inch Pipe Under Pavement	150 lin.ft.	50.00	7,500.00
Installing 48-inch Pipe Under Pavement	50 lin.ft.	60.00	3,000.00
Concrete Manholes	6 only	1,000.00	6,000.00
Concrete Inlets, Type "G-1"	13 only	200.00	2,600.00
Concrete Inlets, Type "CG-1"	1 only	300.00	300.00
Concrete Inlets, Type "G-2"	1 only	400.00	400.00
Concrete Inlets, Type "G-2M"	1 only	400.00	400.00
Concrete Inlets, Type "G-2MA"	24 only	300.00	7,200.00
Junction Boxes	1 only	500.00	500.00
Pipe Headwalls	1 only	500.00	500.00
8-inch Drain Pipe	7,180 lin.ft.	1.80	12,924.00
Special Filter Material in Drains	850 cu.yd.	10.00	8,500.00
Guard Rail, Type "1"	440 lin.ft.	2.60	1,144.00
Guard Rail, Type "1A"	1,000 lin.ft.	3.80	3,800.00
Guard Rail, Type "2A"	44,400 lin.ft.	4.10	182,040.00
Median Barrier	30,000 lin.ft.	5.65	169,500.00
Guard Rail Anchors	34 only	200.00	6,800.00
Extra for Guard Rail Bridge Connection	22 only	200.00	4,400.00
Type 1 Fence	3,500 lin.ft.	0.65	2,275.00
Type 2 Fence	50,000 lin.ft.	0.95	47,500.00
20' x 48" Double Gate	1 only	225.00	225.00
4-inch Concrete Surfacing	300 sq.yd.	7.00	2,100.00
Concrete Curbs	160 cu.yd.	65.00	10,400.00
Loose Riprap, Class 700	34,500 cu.yd.	2.00	69,000.00

Grouted Riprap	200	cu.yd.	13.00	$ 2,600.00
Boulders in Channel Change	320	only	10.00	3,200.00
26' Cattle Guards	7	only	3,000.00	21,000.00
Guide Posts, W-1	295	only	8.00	2,360.00
Guide Posts, Y-2	120	only	9.00	1,080.00
Roadside Seeding	35	acre	95.00	3,325.00
Roadside Mulching	35	acre	160.00	5,600.00
Grass Seed, Crested Wheatgrass	1,050	lb.	0.70	735.00
Fertilizer, 22-16-8-2S	140	cwt.	12.00	1,680.00

Signing

Painted Wood Sign Posts	All	Required		2,600.00
Sign Support Footings	All	Required		5,700.00
Breakaway Sign Posts	All	Required		6,250.00
Pipe Sign Posts	All	Required		325.00
Single Sign Supports	All	Required		3,000.00
Double Sign Supports	All	Required		1,400.00
Triple Sign Supports	All	Required		1,800.00
Type "A" & "B" Signs in Place	1,271	sq.ft.	8.00	10,168.00
Type "C" & "D" Signs in Place	907	sq.ft.	4.00	3,628.00
Type "E", "F" & "G" Signs in Place	255	sq.ft.	5.00	1,275.00
Thermoplastic Pavement Arrows	3	only	100.00	300.00

Weatherby Safety Rest Area

Concrete Walks	1,130	sq.yd.	6.20	7,006.00
Reinforced Concrete Walks	500	sq.yd.	7.20	3,600.00
Exposed Aggregate Reinforced Concrete Walks	250	sq.yd.	9.00	2,250.00
Aluminum Handrail	20	lin.ft.	28.00	560.00
2" x 4" Redwood Header Boards	1,640	lin.ft.	0.70	1,148.00
2" x 8" Redwood Header Boards	115	lin.ft.	1.00	115.00
Rubble Masonry Wall	90	lin.ft.	22.00	1,980.00
Picnic Table	10	only	270.00	2,700.00
Picnic Shelter with Table	7	only	2,000.00	14,000.00
Sidewalk Bench	5	only	226.00	1,130.00
Drinking Fountain with Faucet	4	only	540.00	2,160.00
Drinking Fountain	1	only	450.00	450.00
1/2-inch Galvanized Steel Water Pipe	550	lin.ft.	0.90	495.00
4-inch Concrete Drain Pipe	500	lin.ft.	2.30	1,150.00
Litter Receptacles	19	only	80.00	1,520.00
4-inch Cast Iron Sewer Line	30	lin.ft.	5.40	162.00
4-inch Concrete Sanitary Sewer Pipe	900	lin.ft.	2.30	2,070.00
10,000 Gallon Septic Tank	1	only	4,700.00	4,700.00
Double 6,400 Seepage Bed	All	Required		12,000.00
Extend Existing Well Casing	12	lin.ft.	17.00	204.00
25,000 Gallon Concrete Reservoir	All	Required		11,000.00

Well Housing	1 only	700.00	$ 700.00
Submersible Pumping Installation	All Required		2,200.00
Water Supply Electrical Control System	All Required		4,200.00
Hyperchlorinator Installation	All Required		1,700.00
Control Building Hydraulic Equipment	All Required		2,600.00
1-1/2 inch PVC Water Supply Lines	520 lin.ft.	1.10	572.00
3-inch PVC Water Supply Lines	1,800 lin.ft.	2.00	3,600.00
Stone Information Shelter	1 only	2,200.00	2,200.00
Pump House and Storage Building	1 only	8,000.00	8,000.00
Type 8 Toilet Building	1 only	28,000.00	28,000.00
Extra Concrete	1 cu.yd.	110.00	110.00
Electrical Supply System	All Required		3,800.00
Area Illumination Installation	All Required		5,600.00
Removal of Bridges	All Required		25,000.00
Drive RR Structure Piles	8 only	225.00	1,800.00
Irrigation Flume Crossing of Burnt River Br. #9916			
Class "A" Concrete	13 cu.yd.	150.00	1,950.00
65'/70' Prestressed Channel	1 only	3,500.00	3,500.00
Reinforcement	1,600 lb.	0.20	320.00
			$10,038,726.50
R.R. Protective Costs	All Required		$ 52,000.00
Flagging (60% of contractor's cost)	All Required		115,000.00*
EWO#2 Reconstruct Access Road	All Required		10,000.00
EWO#5 Pioneer Cut Slopes	All Required		5,000.00
EWO#11 Install Temporary Guard Rail and Barricade	All Required		3,000.00
SFO#2 Striping	All Required		3,500.00
SFO#3 Idaho Power Company	All Required		1,500.00
SFO#4 U.P.R.R. Insurance	Lump Sum		3,000.00
SFO#5 U.P.R.R. Detour Work	All Required		28,025.00
SFO#6 Temporary Signals, Illumination and Signs	All Required		17,500.00
			$ 238,525.00
	Subtotal		$10,277,251.50
	10% Engr. & Cont.		**1,024,724.50
	Total		$11,301,976.00

*Increase in estimated cost.
**Note: Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code X281
Bridge Nos. 8528 & 8528A (Sta. "EB" 1387+61.50 to Sta. "EB" 1389+38.50)

Shoring, Cribbing, Etc.	All Required (67%)		$ 670.00
Structural Excavation	580 cu.yd.	10.00	5,800.00
Structural Excavation Below Elevation Shown	50 cu.yd.	20.00	1,000.00
Furnish Treated Timber Piling	3,510 lin.ft.	1.50	5,265.00
Furnish 10 BP 42 Steel Piling	2,120 lin.ft.	4.00	8,480.00
Drive Timber Piles	104 only	50.00	5,200.00
Drive Steel Piles	32 only	80.00	2,560.00
Splice Steel Piles	8 only	50.00	400.00
Class "A" Concrete (708 cu.yd.)	All Required (54%)		94,500.00
50'/55' Type 2 Prestressed Beam	28 only	1,000.00	28,000.00
55'/60' Type 2 Prestressed Beam	14 only	1,200.00	16,800.00
Reinforcement (127,200 lb.)	All Required (47%)		21,150.00
Two Tube Metal Railing	674 lin.ft.	11.00	7,414.00
8-inch Culvert Pipe	140 lin.ft.	3.00	420.00
Preparation of Slopes	1,030 sq.yd.	1.50	1,545.00
Concrete Slope Paving	860 sq.yd.	8.00	6,880.00
Berm Paving	150 sq.yd.	10.00	1,500.00
			$ 207,584.00

Type Code X281
Bridge No. 9332 (Sta. 289+17.50 to Sta. 290+82.50)

Shoring, Cribbing, Etc.	All Required (33%)		$ 330.00
Structural Excavation	380 cu.yd.	10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	2,660 lin.ft.	4.00	10,640.00
Drive Steel Piles	72 only	80.00	5,760.00
Splice Steel Piles	18 only	50.00	900.00
Class "A" Concrete (611 cu.yd.)	All Required (46%)		80,500.00
40'/45' Type 3 Prestressed Beam	20 only	1,300.00	26,000.00
75'/80' Type 3 Prestressed Beam	12 only	2,000.00	24,000.00
Reinforcement (145,000 lb.)	All Required (53%)		23,850.00
Two Tube Metal Railing	331 lin.ft.	11.00	3,641.00
8-inch Culvert Pipe	120 lin.ft.	3.00	360.00
Preparation of Slopes	1,070 sq.yd.	1.50	1,605.00
Concrete Slope Paving	840 sq.yd.	8.00	6.720.00
Berm Paving	210 sq.yd.	10.00	2,100.00
			$ 191,006.00

Type Code X080
Bridge No. 9333 (Sta. "G" 28+63.5 to Sta. "G" 29+23.5) (Length 60')

Shoring, Cribbing, Etc.	All Required (34%)		$ 3,400.00
Structural Excavation	290 cu.yd.	9.00	2,610.00
Structural Excavation Below Elevation Shown	30 cu.yd.	25.00	750.00
Class "A" Concrete (107 cu.yd.)	All Required (36%)		14,400.00
4' x 60'/65' Prestressed Slab	7 only	2,500.00	17,500.00
Reinforcement (21,700 lb.)	All Required (36%)		3,960.00
Metal Rail	132 lin.ft.	17.00	2,244.00
			$ 44,864.00

Type Code X080
Bridge No. 9932 (Sta. G21+29 to Sta. G21+89) (Length 60')

Shoring, Cribbing, Etc.	All Required (33%)		$ 3,300.00
Structure Excavation	280 cu.yd.	9.00	2,520.00
Structure Excavation Below Elevation Shown	25 cu.yd.	25.00	625.00
Class "A" Concrete (114 cu.yd.)	All Required (33%)		13,200.00
4' x 60'/65' Prestressed Slabs	7 only	2,500.00	17,500.00
Reinforcement (23,100 lbs.)	All Required (33%)		3,630.00
Metal Rail	132 lin.ft.	17.00	2,244.00
			$ 43,019.00

Type Code X080
Bridge No. 2171A (Sta. G8+13 to Sta. G8+73) (Length 60')

Shoring, Cribbing, Etc.	All Required (33%)		$ 3,300.00
Structure Excavation	280 cu.yd.	9.00	2,520.00
Structure Excavation Below Elevation Shown	25 cu.yd.	25.00	625.00
Class "A" Concrete (125 cu.yd.)	All Required (31%)		12,400.00
4' x 60'/65' Prestressed Slabs	7 only	2,500.00	17,500.00
Reinforcement (25,300 lbs.)	All Required (31%)		3,410.00
Metal Rail	132 lin.ft.	17.00	2,244.00
			$ 41,999.00
	Subtotal		$ 528,472.00
	10% Engr. & Cont.		52,847.00
	Total		$ 581,319.00
Credit for Salvaged Steel Beams from Existing Bridges	24,000 lb.	0.01	(240.00)
			$ 581,079.00

Length of Roadway - - - - - - - - - - - - - -	6.973 miles
Length of Structures (2)- - - - - - - - - - -	0.065 mile
Total Length of Project - - - - - - - - - - -	7.038 miles
Cost of Roadway per mile - - - - - - - - - -	$1,620,819.73

Retained in Program Status

Additional Valve Manhole and Valve	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	10% Engr. & Cont.	100.00
	Total	$ 1,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$11,301,976.00	$10,427,200.00	$874,776.00
Structures	581,079.00	536,000.00	45,079.00
Subtotal	$11,883,055.00	$10,963,200.00	$919,855.00
Retained in Program	1,100.00	1,000.00	100.00
Total	$11,884,155.00	$10,964,200.00	$919,955.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap.529, Laws 1939.

Group 1 - 100%

Prefix 601-1071

Contract No. 7395

BUBBS RANCH-WEATHERBY SECTION

Project No. I-80N-7(29)327

Salvaged Steel Beams from Existing Bridges

Bridge No.	Disposal	Lb. of Salv. Steel
1779	Remain	-
1780	Remain	-
1781	Remove	-
2171	Remove	(RCDG)
2170	Remove	24,000
	Total Lb.	24,000

BUBBS RANCH-WEATHERBY SECTION

Project No. I-80N-7(29)327

R.R. PROTECTIVE COST - UPRR

Figure One Signalman for 6 months
Figure One Engineer-Inspector for 21 months
Figure One Full Flagging Crew for 4 months

Signalman @ $3.7977 per hour	Hq. - Huntington	
$3.7977 x 8 hrs. x 22 days x 6 months		= $4,010.37
+ 34% payroll additives		1,363.53
Total Wages		$5,373.90
Equipment Rental @ $9.50/day		
$9.50 x 22 days x 6 months		= $1,254.00
Expenses @ $12.00/day		
$12.00 x 22 days x 6 months		= 1,584.00
Total Cost of Signalman		$8,211.90
Engineer-Inspector @ $849 per month	Hq. - Portland	
$849.00 x 21 months		$17,829.00
+ 34% payroll additives		6,061.86
Total Wages		$23,890.86
Equipment Rental @ $9.50/day		
$9.50 x 21 days x 21 months		$ 4,189.50
Expenses @ $12.00/day		
$12.00 x 21 days x 21 months		5,292.00
Total Cost of Engineer-Inspector		$33,372.36
Flagging Crew	Hq. - Weatherby	
1 Section Foreman @ $3.67/hour		
$3.67 x 8 hrs. x 21 days x 4 months		$ 2,466.24
O.T. $3.67 x 1.5 x 1 hour x 21 days x 4 months		462.42
		$ 2,928.66
2 Section Laborers @ $2.98/hour		
2 x $2.98 x 8 hours x 21 days x 4 months		$ 4,005.12
O.T. 2 x $2.98 x 1.5 x 1 hour x 21 days x 4 months		750.96
		$ 4,756.08

Subtotal Wages	$ 7,684.74
+ 34% payroll additives	2,612.81
Total Flagging Crew Cost	$10,297.55

SUMMARY

Signalman	$ 8,211.90
Engineer-Inspector	33,372.36
Flagging Crew	10,297.55
Total R.R. Protective Cost	$51,881.81

State will stand $52,000 R.R. Protective Cost

SFO#5 Work by U.P.R.R. Co.
Rattlesnake Springs Detour

Rearrange Signal Lines & Install Track Circuits for Traffic Signals	$21,725.00
Rearrange Communication Lines	5,000.00
Install and Remove Temporary Grade Crossings	1,000.00
Remove and Replace Guard Rail	300.00
	$28,025.00

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-59	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Baker
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-26-70	PROJECT NO. I-80N-7(29)327

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 2.6 mi. S. E. Durkee-S. E. 7.14 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-70	7.038
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,943,728	$ 9,173,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)

for R. E. Simpson

Date executed by Division Engineer JUN 26 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-80N-7(29)327

BUBBS RANCH-WEATHERBY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, June 22, 1970

Project agreement estimate.

Type Code 6203
Roadway (Sta. "EB" 1312+00 thru equation 1467+22.04 bk = 99+17.93 ahd. to Sta. 316+50) (Contract No. 7395)

Furnishing Field Laboratory Building	2	only	1,500.00	$ 3,000.00
Temporary Protection and Direction of Traffic	All	Required		25,000.00
Clearing and Grubbing	All	Required		527,200.00
Removal of Structures and Obstructions	All	Required		10,000.00
Ditch Excavation	1,650	cu.yd.	4.00	6,600.00
General Excavation, Location "A"	1,788,000	cu.yd.	1.00	1,788,000.00
General Excavation, Location "B"	1,945,000	cu.yd.	1.10	2,139,500.00
Toe Trench Excavation, Unclassified	13,000	cu.yd.	2.00	26,000.00
Extra for Selected Subgrade Material	230,000	cu.yd.	0.35	80,500.00
Extra for Selected Topsoil Material	36,500	cu.yd.	0.20	7,300.00
Overhaul	1,584,000	C-yd.sta.	0.20	316,800.00
Trench Excavation	12,550	cu.yd.	7.00	87,850.00
Finishing Roadbed and Slopes	All	Required		1,000.00
Obliteration of Roadway	22,100	sq.yd.	0.20	4,420.00
Watering	50,600	M-gal.	1.00	50,600.00
Bituminous Base Mixture	100,000	ton	4.50	450,000.00
Asphalt in Bituminous Base Mixture	5,500	ton	36.00	198,000.00
3/4" - 0 Aggregate Base	9,450	ton	2.70	25,515.00
Plant Mix Aggregate Base	182,000	ton	2.50	455,000.00
Class "B" Asphalt Concrete Mixture	136,400	ton	5.00	682,000.00
Asphalt Cement in Mixture	8,900	ton	36.00	320,400.00
Asphalt in Tack Coat	90	ton	50.00	4,500.00
3/4" - 0 Aggregate in Prime Coat	4,230	cu.yd.	4.75	20,092.50
MC-250 Asphalt in Prime Coat	770	ton	50.00	38,500.00
Reinforced Concrete Bridge End Panels	800	sq.yd.	20.00	16,000.00
Class "A" Concrete in Box Culverts	1,600	cu.yd.	90.00	144,000.00
Class "A" Concrete in Walls	290	cu.yd.	80.00	23,200.00
Reinforcement in Box Culverts	294,000	lb.	0.15	44,100.00
Reinforcement in Walls	21,500	lb.	0.15	3,225.00
12-inch Culvert Pipe	440	lin.ft.	3.50	1,540.00
15-inch Culvert Pipe	1,020	lin.ft.	3.60	3,672.00
18-inch Culvert Pipe	640	lin.ft.	4.30	2,752.00

24-inch Culvert Pipe	1,590	lin.ft.	5.60	$ 8,904.00
36-inch Culvert Pipe	2,660	lin.ft.	11.00	29,260.00
48-inch Culvert Pipe	640	lin.ft.	15.00	9,600.00
18-inch Irrigation Pipe	1,190	lin.ft.	5.00	5,950.00
24-inch Irrigation Pipe	80	lin.ft.	7.00	560.00
36-inch Irrigation Pipe	700	lin.ft.	12.00	8,400.00
12-inch Sewer Pipe	1,500	lin.ft.	4.00	6,000.00
15-inch Sewer Pipe	350	lin.ft.	5.00	1,750.00
18-inch Sewer Pipe	270	lin.ft.	5.00	1,350.00
21-inch Sewer Pipe	520	lin.ft.	5.50	2,860.00
24-inch Sewer Pipe	300	lin.ft.	6.00	1,800.00
Extra for Pipe Under Pavement	390	lin.ft.	35.00	13,650.00
15-inch Paved Culvert End Slopes	4	only	75.00	300.00
18-inch Paved Culvert End Slopes	1	only	90.00	90.00
24-inch Paved Culvert End Slopes	4	only	150.00	600.00
36-inch Paved Culvert End Slopes	9	only	300.00	2,700.00
48-inch Paved Culvert End Slopes	2	only	400.00	800.00
Installing 18-inch Pipe Under Pavement	70	lin.ft.	50.00	3,500.00
Installing 24-inch Pipe Under Pavement	115	lin.ft.	40.00	4,600.00
Installing 36-inch Pipe Under Pavement	150	lin.ft.	50.00	7,500.00
Installing 48-inch Pipe Under Pavement	50	lin.ft.	60.00	3,000.00
Concrete Manholes	6	only	1,000.00	6,000.00
Concrete Inlets, Type "G-1"	13	only	200.00	2,600.00
Concrete Inlets, Type "CG-1"	1	only	300.00	300.00
Concrete Inlets, Type "G-2"	1	only	400.00	400.00
Concrete Inlets, Type "G-2M"	1	only	400.00	400.00
Concrete Inlets, Type "G-2MA"	24	only	300.00	7,200.00
Junction Boxes	1	only	500.00	500.00
Pipe Headwalls	1	only	500.00	500.00
8-inch Drain Pipe	7,180	lin.ft.	1.80	12,924.00
Special Filter Material in Drains	850	cu.yd.	10.00	8,500.00
Guard Rail, Type "1"	440	lin.ft.	2.60	1,144.00
Guard Rail, Type "1A"	1,000	lin.ft.	3.80	3,800.00
Guard Rail, Type "2A"	44,400	lin.ft.	4.10	182,040.00
Median Barrier	30,000	lin.ft.	5.65	169,500.00
Guard Rail Anchors	34	only	200.00	6,800.00
Extra for Guard Rail Bridge Connection	22	only	200.00	4,400.00
Type 1 Fence	3,500	lin.ft.	0.65	2,275.00
Type 2 Fence	50,000	lin.ft.	0.95	47,500.00
20' x 48" Double Gate	1	only	225.00	225.00
4-inch Concrete Surfacing	300	sq.yd.	7.00	2,100.00
Concrete Curbs	160	cu.yd.	65.00	10,400.00
Loose Riprap, Class 700	34,500	cu.yd.	2.00	69,000.00
Grouted Riprap	200	cu.yd.	13.00	2,600.00
Boulders in Channel Change	320	only	10.00	3,200.00

26' Cattle Guards	7 only	3,000.00	$ 21,000.00
Guide Posts, W-1	295 only	8.00	2,360.00
Guide Posts, Y-2	120 only	9.00	1,080.00
Roadside Seeding	35 acre	95.00	3,325.00
Roadside Mulching	35 acre	160.00	5,600.00
Grass Seed, Crested Wheatgrass	1,050 lb.	0.70	735.00
Fertilizer, 22-16-8-2S	140 cwt.	12.00	1,680.00

Signing

Painted Wood Sign Posts	All Required		2,600.00
Sign Support Footings	All Required		5,700.00
Breakaway Sign Posts	All Required		6,250.00
Pipe Sign Posts	All Required		325.00
Single Sign Supports	All Required		3,000.00
Double Sign Supports	All Required		1,400.00
Triple Sign Supports	All Required		1,800.00
Type "A" & "B" Signs in Place	1,271 sq.ft.	8.00	10,168.00
Type "C" & "D" Signs in Place	907 sq.ft.	4.00	3,628.00
Type "E", "F" & "G" Signs in Place	255 sq.ft.	5.00	1,275.00
Thermoplastic Pavement Arrows	3 only	100.00	300.00

Weatherby Safety Rest Area

Concrete Walks	1,130 sq.yd.	6.20	7,006.00
Reinforced Concrete Walks	500 sq.yd.	7.20	3,600.00
Exposed Aggregate Reinforced Concrete Walks	250 sq.yd.	9.00	2,250.00
Aluminum Handrail	20 lin.ft.	28.00	560.00
2" x 4" Redwood Header Boards	1,640 lin.ft.	0.70	1,148.00
2" x 8" Redwood Header Boards	115 lin.ft.	1.00	115.00
Rubble Masonry Wall	90 lin.ft.	22.00	1,980.00
Picnic Table	10 only	270.00	2,700.00
Picnic Shelter with Table	7 only	2,000.00	14,000.00
Sidewalk Bench	5 only	226.00	1,130.00
Drinking Fountain with Faucet	4 only	540.00	2,160.00
Drinking Fountain	1 only	450.00	450.00
1/2-inch Galvanized Steel Water Pipe	550 lin.ft.	0.90	495.00
4-inch Concrete Drain Pipe	500 lin.ft.	2.30	1,150.00
Litter Receptacles	19 only	80.00	1,520.00
4-inch Cast Iron Sewer Line	30 lin.ft.	5.40	162.00
4-inch Concrete Sanitary Sewer Pipe	900 lin.ft.	2.30	2,070.00
10,000 Gallon Septic Tank	1 only	4,700.00	4,700.00
Double 6,400 Seepage Bed	All Required		12,000.00
Extend Existing Well Casing	12 lin.ft.	17.00	204.00
25,000 Gallon Concrete Reservoir	All Required		11,000.00
Well Housing	1 only	700.00	700.00
Submersible Pumping Installation	All Required		2,200.00
Water Supply Electrical Control System	All Required		4,200.00

Hyperchlorinator Installation	All Required		$ 1,700.00
Control Building Hydraulic Equipment	All Required		2,600.00
1-1/2 inch PVC Water Supply Lines	520 lin.ft.	1.10	572.00
3-inch PVC Water Supply Lines	1,800 lin.ft.	2.00	3,600.00
Stone Information Shelter	1 only	2,200.00	2,200.00
Pump House and Storage Building	1 only	8,000.00	8,000.00
Type 8 Toilet Building	1 only	28,000.00	28,000.00
Extra Concrete	1 cu.yd.	110.00	110.00
Electrical Supply System	All Required		3,800.00
Area Illumination Installation	All Required		5,600.00
Removal of Bridges	All Required		25,000.00
Drive RR Structure Piles	8 only	225.00	1,800.00

Irrigation Flume Crossing of Burnt River Br. #9916

Class "A" Concrete	13 cu.yd.	150.00	1,950.00
65'/70' Prestressed Channel	1 only	3,500.00	3,500.00
Reinforcement	1,600 lb.	0.20	320.00
			$8,402,226.50
R.R. Protective Costs	All Required		$ 52,000.00
Flagging (60% of contractor's cost)	All Required		60,000.00
			$ 112,000.00
	Subtotal		$8,514,226.50
	10% Engr. & Cont.		* 848,422.50
	Total		$9,362,649.00

*Note: Reduced in accordance with Par. 5
(Project Field Offices) of PPM 30-6.

Type Code X281
Bridge Nos. 8528 & 8528A (Sta. "EB" 1387+61.50 to Sta. "EB" 1389+38.50)

Shoring, Cribbing, Etc.	All Required (67%)		$ 670.00
Structural Excavation	580 cu.yd.	10.00	5,800.00
Structural Excavation Below Elevation Shown	50 cu.yd.	20.00	1,000.00
Furnish Treated Timber Piling	3,510 lin.ft.	1.50	5,265.00
Furnish 10 BP 42 Steel Piling	2,120 lin.ft.	4.00	8,480.00
Drive Timber Piles	104 only	50.00	5,200.00
Drive Steel Piles	32 only	80.00	2,560.00
Splice Steel Piles	8 only	50.00	400.00
Class "A" Concrete (708 cu.yd.)	All Required (54%)		94,500.00
50'/55' Type 2 Prestressed Beam	28 only	1,000.00	28,000.00
55'/60' Type 2 Prestressed Beam	14 only	1,200.00	16,800.00
Reinforcement (127,200 lb.)	All Required (47%)		21,150.00
Two Tube Metal Railing	674 lin.ft.	11.00	7,414.00
8-inch Culvert Pipe	140 lin.ft.	3.00	420.00

Preparation of Slopes	1,030 sq.yd.	1.50	$ 1,545.00
Concrete Slope Paving	860 sq.yd.	8.00	6,880.00
Berm Paving	150 sq.yd.	10.00	1,500.00
			$ 207,584.00

Type Code X281
Bridge No. 9332 (Sta. 289+17.50 to Sta. 290+82.50)

Shoring, Cribbing, Etc.	All Required (33%)		$ 330.00
Structural Excavation	380 cu.yd.	10.00	3,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	2,660 lin.ft.	4.00	10,640.00
Drive Steel Piles	72 only	80.00	5,760.00
Splice Steel Piles	18 only	50.00	900.00
Class "A" Concrete (611 cu.yd.)	All Required (46%)		80,500.00
40'/45' Type 3 Prestressed Beam	20 only	1,300.00	26,000.00
75'/80' Type 3 Prestressed Beam	12 only	2,000.00	24,000.00
Reinforcement (145,000 lb.)	All Required (53%)		23,850.00
Two Tube Metal Railing	331 lin.ft.	11.00	3,641.00
8-inch Culvert Pipe	120 lin.ft.	3.00	360.00
Preparation of Slopes	1,070 sq.yd.	1.50	1,605.00
Concrete Slope Paving	840 sq.yd.	8.00	6,720.00
Berm Paving	210 sq.yd.	10.00	2,100.00
			$ 191,006.00

Type Code X080
Bridge No. 9333 (Sta. "G" 28+63.5 to Sta. "G" 29+23.5) (Length 60')

Shoring, Cribbing, Etc.	All Required (34%)		$ 3,400.00
Structural Excavation	290 cu.yd.	9.00	2,610.00
Structural Excavation Below Elevation Shown	30 cu.yd.	25.00	750.00
Class "A" Concrete (107 cu.yd.)	All Required (36%)		14,400.00
4' x 60'/65' Prestressed Slab	7 only	2,500.00	17,500.00
Reinforcement (21,700 lb.)	All Required (36%)		3,960.00
Metal Rail	132 lin.ft.	17.00	2,244.00
			$ 44,864.00

Type Code X080
Bridge No. 9932 (Sta. G21+29 to Sta. G21+89) (Length 60')

Shoring, Cribbing, Etc.	All Required (33%)		$ 3,300.00
Structure Excavation	280 cu.yd.	9.00	2,520.00
Structure Excavation Below Elevation Shown	25 cu.yd.	25.00	625.00
Class "A" Concrete (114 cu.yd.)	All Required (33%)		13,200.00
4' x 60'/65' Prestressed Slabs	7 only	2,500.00	17,500.00

Reinforcement (23,100 lbs.)	All Required (33%)		3,630.00
Metal Rail	132 lin.ft.	17.00	2,244.00
			$ 43,019.00

Type Code X080
Bridge No. 2171A (Sta. G8+13 to Sta. G8+73) (Length 60')

Shoring, Cribbing, Etc.	All Required (33%)		$ 3,300.00
Structure Excavation	280 cu.yd.	9.00	2,520.00
Structure Excavation Below Elevation Shown	25 cu.yd.	25.00	625.00
Class "A" Concrete (125 cu.yd.)	All Required (31%)		12,400.00
4' x 60'/65' Prestressed Slabs	7 only	2,500.00	17,500.00
Reinforcement (25,300 lbs.)	All Required (31%)		3,410.00
Metal Rail	132 lin.ft.	17.00	2,244.00
			$ 41,999.00
	Subtotal		$ 528,472.00
	10% Engr. & Cont.		52,847.00
	Total		$ 581,319.00
Credit for Salvaged Steel Beams from Existing Bridges	24,000 lb.	0.01	(240.00)
			$ 581,079.00

Length of Roadway - - - - - - - - - - - - - 6.973 mile
Length of Structures (2) - - - - - - - - - 0.065 mile
Total Length of Project - - - - - - - - - - 7.038 mile

Cost of Roadway per mile - - - - - - - - - $1,342,700.27

Retained in Program Status

Slide Removal	All Required	$ 100,000.00
Reconstruct Access Road	All Required	20,000.00
Additional Valve Manhole and Valve	All Required	1,000.00
Striping	All Required	3,500.00
	Subtotal	$ 124,500.00
	10% Engr. & Cont.	12,450.00
	Total	$ 136,950.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 9,362,649.00	$8,637,000.00	$725,649.00
Structures	581,079.00	536,000.00	45,079.00
Subtotal	$ 9,943,728.00	$9,173,000.00	$770,728.00
Retained in Program	136,950.00	126,000.00	10,950.00
Total	$10,080,678.00	$9,299,000.00	$781,678.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap 529, Laws 1939.

Group 1 - 100%

Prefix 601-1071

Contract No. 7395

BUBBS RANCH-WEATHERBY SECTION

Project No. I-80N-7(29)327

Salvaged Steel Beams from Existing Bridges

Bridge No.	Disposal	Lb. of Salv. Steel
1779	Remain	-
1780	Remain	-
1781	Remove	-
2171	Remove	(RCDG)
2170	Remove	24,000
	Total Lb.	24,000

BUBBS RANCH-WEATHERBY SECTION

Project No. I-80N-7(29)327

R.R. PROTECTIVE COST - UPRR

Figure One Signalman for 6 months
Figure One Engineer-Inspector for 21 months
Figure One Full Flagging Crew for 4 months

Signalman @ $3.7977 per hour	Hq. - Huntington	
$3.7977 x 8 hrs. x 22 days x 6 months		= $4,010.37
+ 34% payroll additives		1,363.53
Total Wages		$5,373.90
Equipment Rental @ $9.50/day		
$9.50 x 22 days x 6 months		= $1,254.00
Expenses @ $12.00/day		
$12.00 x 22 days x 6 months		= 1,584.00
Total Cost of Signalman		$8,211.90
Engineer-Inspector @ $849 per month	Hq. - Portland	
$849.00 x 21 months		$17,829.00
+ 34% payroll additives		6,061.86
Total Wages		$23,890.86
Equipment Rental @ $9.50/day		
$9.50 x 21 days x 21 months		$ 4,189.50
Expenses @ $12.00/day		
$12.00 x 21 days x 21 months		5,292.00
Total Cost of Engineer-Inspector		$33,372.36
Flagging Crew	Hq. - Weatherby	
1 Section Foreman @ $3.67/hour		
$3.67 x 8 hrs. x 21 days x 4 months		$ 2,466.24
O.T. $3.67 x 1.5 x 1 hour x 21 days x 4 months		462.42
		$ 2,928.66
2 Section Laborers @ $2.98/hour		
2 x $2.98 x 8 hours x 21 days x 4 months		$ 4,005.12
O.T. 2 x $2.98 x 1.5 x 1 hour x 21 days x 4 months		750.96
		$ 4,756.08

Subtotal Wages	$ 7,684.74
+ 34% payroll additives	2,612.81
Total Flagging Crew Cost	$10,297.55

SUMMARY

Signalman	$ 8,211.90
Engineer-Inspector	33,372.36
Flagging Crew	10,297.55
Total R.R. Protective Cost	$51,881.81

State will stand $52,000 R.R. Protective Cost

7395

5

**OREGON STATE
HIGHWAY DIVISION**

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

NOTED
H.S.COULTER
K

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

e) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr. = $ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr. = $ 162.50

$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
E. J. Rief

7395

5

LEE JOHNSON
Attorney General

JAMES W. DURHAM
Deputy Attorney General

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 13, 1973

Mr. L. A. Kirkeby, Superintendent
Union Pacific Railroad Company
Transportation Division
Department of Operation
PO Box 8979
Portland, OR 97208

Re: Reimbursement problem; Contract No. 7395
Your File No. D 315 - 2 - 129

Dear Mr. Kirkeby

In reply to your letter of October 5, 1973, it appears that there is a definite conflict between the information you have provided and the information in the records of the Highway Division.

An example I would cite you is, that on Sunday, October 24, your payroll records indicate that the foreman worked from 5:30 to 8:30 a.m.; from 1:00 to 4:00 p.m. and from 7:00 to 12:00 midnight. I do not see why he should have to work shifts of those odd hours in order to supervise a shooting that had been arranged at 3:45 p.m. We have not inquired as to the accuracy of your records based on hearsay or wild guesses. We have definite statements from people who were on the job as to the appearance of Mr. Coles, and this matter has come to the attention of the Federal Highway Administration and it is a matter that now must be resolved between the Highway Division and the Railroad before the money can be released that is being retained on this job.

I cannot see that anything can be accomplished through the writing of letters and I would appreciate an opportunity for representatives of the Highway Division and the Railroad, together with their attorneys, to sit down at a meeting and attempt to resolve this matter.

I would hope that you appreciate the seriousness of this matter, as it does affect federal participation in the Highway Division

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NOV 14 1973
Office of
Assistant State Highway Engineer

contracts and the Federal Government is extremely concerned over the problems that have arisen on this particular contract.

I would suggest a meeting date sometime the first part of December and would appreciate your advising me as to what date would be acceptable to you.

Sincerely

Jack L. Sollis
Assistant Attorney General

jv

cc: H. S. Coulter
Assistant State Highway Engineer

C. T. Keasey
Constructon Engineer

J. E. Chidsey
Utility Engineer

L. V. Blickenstaff
Resident Engineer

Mr. C. J. Janis
1416 Dodge St.
Omaha, Nebraska 68102

7395

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

September 28, 1973

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

Attention Mr. Bob Orr

Re: Reimbursement Problem,
Contract No. 7395

Gentlemen

With reference to my letter of August 10, 1973, I would appreciate a written response as to the attitude of the Union Pacific Railroad relating to this problem.

As you will recall in our telephone conversations, you felt that there was no wrongdoing on behalf of the Union Pacific Railroad personnel and, as I stated, the Highway Division feels that there very definitely was.

We would like to have this matter settled as quickly as possible because of the problems involving federal aid, and I would certainly appreciate an official response from the Union Pacific Railroad regarding your position in this matter as quickly as possible.

Sincerely

Jack L. Sollis
Assistant Attorney General

df

cc: H. S. Coulter ✓
Assistant State Highway Engineer

C. T. Keasey
Construction Engineer

J. E. Chidsey
Utility Engineer

L. V. Blickenstaff
Resident Engineer

cy—Swartz 10-2-73

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OCT 1 1973
Office of
Assistant State Highway Engineer

7395

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files

FORM E-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 12, 1973
Salem, Oregon

SUBJECT: Haul Road Agreements
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
FAP No.: I-80N-7(29)327
Contract No.: 7395
file 43951

To: C. W. Head
Assistant Secretary To Commission

BUILDING

RAILROAD COMPANIES
FILE No. 684

Attached is the State's fully executed counterparts of two haul road agreements obtained by the Highway Division from the Union Pacific Railroad Company for the contractor, Hughes and Ladd, on the Bubbs Ranch and Weatherby Section of the Old Oregon Trail Highway in Baker County. These agreements are being sent to you for the permanent records. Distribution of conformed copies has been made as indicated below.

It is my understanding that all work to be performed on the Haul Roads authorized by these two agreements has been performed. These two crossings were necessary to provide access to disposal areas for excess materials, and were requested by the contractor for his convenience. Therefore, all obligations and costs generated by these agreements will be chargeable to the contractor.

The Accounting Section will be required to pay any costs incurred by the Railroad and then deduct these costs from the amounts due the contractor under the contract.

J. E. Chidsey
Railroad & Utility Engineer

JEC:db
Attachment

cc: H. S. Coulter
C. T. Keasey, w/attach.
J. B. Boyd, w/attach.
V. E. Skoog, w/attach.
W. E. Schwartz, w/attach.
R. N. Chase, w/attach. (4)
J. L. Sollis w/attach.
Harlin Gerlach, w/attach.
L. B. Blickenstaff, w/attach.

9/26/73
noted in agreement book

NOTED
C. W. HEAD
for

NOTED
FRAN NEAVOLL

SP*52478-734

7395

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bubbs Ranch-Weatherby	WEEK ENDING: August 17, 1973	SECTION PREFIX: 601-1071
HIGHWAY: Old Oregon Trail	COUNTY: Baker	
NAME OF JOB: Bubbs Ranch-Weatherby Sec.	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Hughes-Ladd & McConnell	CONTRACT NUMBER: 7395	FEDERAL AID PROJECT NUMBER: I-80N-7(29)327
DATE OF CONTRACT: June 16, 1970	DATE WORK STARTED: July 20, 1970	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED ~~CALENDAR~~ WORK DAYS: 756½	~~CALENDAR~~ WORK DAYS USED: 756½
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $13,286,571.06		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $12,516,571.06	ENGINEERING AUTHORIZATION: $770,000.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $12,583,220.48	ENGINEERING COST TO DATE: $770,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: + 0.5 %	PERCENT OF AUTHORIZATION: 0 %	DATE PROJECT WAS COMPLETED: 5-30-73 Semi-final submitted 8-16-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	& BITUMINOUS BASE	PAVING
MILES IN PROJECT	7.04	7.04		7.04	7.04
MILES PARTIALLY COMPLETED					
MILES COMPLETED	7.04	7.04		7.04	7.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,760,000	191,450		100,000	136,000
TOTAL QUANTITIES CORRECTED TO DATE	6,050,000	179,600		95,430	135,750
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,050,000	179,600		95,430	135,750
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT		All structures and signing 100% complete.							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				BEN GIFFORD
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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AUG 20 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

The semi-final estimate was submitted to the Region Office on Aug. 16.
The remaining documentation will be shipped to Salem early next week.

SIGNED L. Blickenstaff LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7395

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
II. S. [illegible]

August 10, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Attention: Mr. Bob Orr

Re: Reimbursement Problem, Contract No. 7395

Dear Mr. Orr

Pursuant to our telephone conversation, the following is information supplied by Highway Division and contractor personnel on the above contract, concerning the billing of the flagman-foreman and assistant flagman-foreman on the above job.

This involves the use of the temporary grade crossing at railroad milepost 370(Rattlesnake Springs). It was necessary to have flagmen on the job around the clock seven days per week by both the railroad and the contractor. State inspectors, however, were working a five-day week and were not on the job Saturdays and Sundays. As time progressed, E. W. Coles, foreman, and at times his assistant, H. A. Montgomery, turned in what the Highway Division believes is an excessive number of overtime hours on Saturdays and Sundays, in addition to the regular flagmen on the job, although no unusual work or blasting was attempted on the weekends. As the time reports came in with the large amount of hours for weekends, the state resident engineer became concerned and mentioned it to some of the contractor's flagmen.

The contractor's flagmen advised Mr. L. V. Blickenstaff that Mr. Coles seldom came around on the job on weekends. It was then decided to institute a 24-hour check of Mr. Coles' time, covering the entire jobsite on weekends with the following results.

On October 23, 24 and 30, 31, 1971, Mr. Coles' time report was the same for each day. It showed that he worked from 5:30 to 8:30 a.m. from 1:00 to 4:00 p.m. and from 7:00 to 12:00 midnight.

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AUG 13 1973
Office of
Assistant State Highway Engineer

Actually, on October 23 and October 31, he did not make his appearance on the jobsite at any time. On October 24, he drove by with his family at 9:45 p.m. and stayed no longer than 15 minutes.

On October 30 he drove by with his family for about 15 minutes. Since his family was with him in the car, it was obvious that he was not "called" to the job.

There are several other instances where he charged overtime for the job and made no appearance.

During the four days under surveillance, he charged 36 hours overtime and actually was on the jobsite a total of 30 minutes.

Although it is clear that he is entitled to four hours of pay if he is called to the jobsite at any time, it is our feeling that he was not called to the jobsite on the two days that he actually did appear and that on the two days that he did not appear, that the charging of 12 hours overtime on this job is completely without justification.

At the present time, the Highway Division is merely concerned with the four days mentioned above, namely October 23, 24 and 30, 31, but if this is not resolved satisfactorily, we certainly shall go into the matter in greater detail to determine exactly what the procedure was where he was billing the Highway Division for time that he did not spend on the job.

I hope you realize that this occurrence has greatly disturbed the Highway Division, as the evidence at this point clearly indicates that the Highway Division has been charged for work that was not done.

As I stated in my telephone conversation, I do not believe there is any reason to hide any facts one way or the other, and if your foreman and assistant foreman insist that they were at the jobsite at the time they indicated, then I see no other recourse than to get the names and addresses of the contractor's employees who were also present on the job and take their testimony regarding whether or not your personnel did show up.

I would like to emphasize the fact that a 24-hour check was made on the four days in question and that we do have definite evidence to the fact that he did not show up on those four days except for two 15-minute periods and it is our feeling that inasmuch as he had his family along, he certainly was not called at the job, nor did he contemplate staying at the job for any length of time.

Sincerely

Jack L. Sollis
Assistant Attorney General

mjg
cc: H. S. Coulter
C. T. Keasey
J. E. Chidsey
L. V. Blickenstaff
Walter L. Barrie

7395

1859

OREGON STATE
HIGHWAY DIVISION

4813

FILED
AUG - 6 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
AUG 6 2 12 PM '73
CLAY MYERS
SECRETARY OF STATE

August 2, 1973

NOTED ON CARD
8-8-73 Ks

Gibbons and Reed Company
P. O. Box 248
Huntington, Oregon 97907

Attention: Robert E. Adler
Project Manager

Gentlemen:

This will acknowledge your letter of July 24 concerning a claim against Vern Hoaglin Construction Company, subcontractor, in the amount of $5,175 for a barricade.

This appears to be in reference to Contract No. 7395 with Hughes-Ladd and McConnell for work on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will notify them of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Through a copy of this letter, we are advising Mr. H. S. Coulter, Assistant Highway Engineer, of your claim for review by his staff.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

flm
cc Hughes-Ladd & McConnell
The Travelers Indemnity Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 7 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

CONTRACTORS

GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah
P.O. Box 248 - Huntington, Oregon 97907

July 24, 1973

Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Attention: Cecil W. Head

Re: Bubbs Ranch - Weatherby Section
Old Oregon Trail Highway
Baker County

Claim

Dear Sir:

At the completion of the Weatherby-Lime Section of the Old Oregon Trail Highway, we were asked by our Resident Engineer to leave 2250 L.F. of Type 2 Barricade in place until the contractor on the Bubbs Ranch - Weatherby Section, Hughes & Ladd & McConnell, were ready to open their section to traffic, at which time we were to remove the above mentioned guardrail.

This material was subsequently removed from its location by Vern Hoaglin Construction Company, a subcontractor of Hughes & Ladd & McConnell. Repeated efforts by our personnel to either have this material returned to us or be monetarily remunerated have failed, and we now find it necessary to come to you for satisfaction.

We thank you in advance for your assistance in this matter.

Very truly yours,

GIBBONS AND REED COMPANY

Robert E. Adler

Robert E. Adler
Project Manager

Richard E. McKinnon

By: Richard E. McKinnon
Project Engineer

RECEIVED
JUL 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

REA/REM/bjc

cc: Hughes & Ladd & McConnell
Vern Hoaglin Construction Company
Dale Hiatt, Resident Engineer

GIBBONS & REED COMPANY

CONTRACTORS

General Office — Salt Lake City, Utah
P.O. Box 248 - Huntington, Oregon 97907

July 24, 1973

Hughes & Ladd & McConnell
P. O. Box 756
Redding, California 96001

Re: Bubbs Ranch - Weatherby
Type 2 Barricade

Gentlemen:

On two separate occasions (3 April 73 and 27 June 73), we have invoiced your subcontractor, Vern Hoaglin Construction Company, for 2250 L.F. of Type 2 Barricade. This material is the property of Gibbons and Reed Company and was removed from its location, near Weatherby, Oregon, by Hoaglin at the time when the south end of your project was opened to traffic.

To date we have received no satisfaction from Hoaglin and now find it necessary to invoice your company. The enclosed invoice can be satisfied by returning this material to our storage yard at 158th. and S.E. Foster Road in Portland, Oregon.

Your prompt attention to this matter will be appreciated.

Very truly yours,

GIBBONS AND REED COMPANY

Robert E. Adler

Robert E. Adler
Project Manager

By: Richard E. McKinnon
Project Engineer

REA/REM/bjk

Enc. (1)

cc: Vern Hoaglin Construction Company
Oregon State Highway Commission

RECEIVED
JUL 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

GIBBONS & REED COMPANY
CONTRACTORS
825 WEST 9TH NORTH STREET
P. O. BOX 2429
SALT LAKE CITY, UTAH 84110

Invoice No.#81-63 ~~[illegible]~~

Date of Invoice 7-24-73

Customer
Order No.

Contract No. 7070

Terms: Net Cash. No Discount.

Accounting Distribution:
Cr. 60-681 619.3

Sold
To:

Hughes & Ladd - McConnell
P.O. Box 756
Redding, California 96001

2250 L.F. Type 2 Barricade complete @ $2.30 L.F.	=	$5,175.00

For material, owned by Gibbons and Reed Company, removed by your subcontractor from its location near Weatherby, Oregon.

RECEIVED
JUL 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

CUSTOMER COPY

GIBBONS & REED COMPANY
CONTRACTORS
825 WEST 9TH NORTH STREET
P.O. BOX 2429
SALT LAKE CITY, UTAH 84110

Invoice No. #81-63 ~~2465004~~

Date of Invoice 7-24-73

Customer Order No

Contract No. 7670

Terms: Net Cash. No Discount.

Accounting Distribution:
Cr. 60-681 619.3

Sold To:
Hughes & Ladd - McConnell
P.O. Box 756
Redding, California 96001

2250 L.F. Type 2 Barricade complete @ $2.30 L.F. = $5,175.00

For material, owned by Gibbons and Reed Company, removed by your subcontractor from its location near Weatherby, Oregon.

RECEIVED
JUL 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

CUSTOMER COPY

7395

5

Claim 430

FILED
JUL 23 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
7-26-73 Ko

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 19, 1973

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Portland, Oregon 97205

Attention: Denton G. Burdick, Jr.

Gentlemen:

This is to acknowledge your letter of July 16 advising that your client, Niedermeyer-Martin Company, has a claim for materials in the amount of $19,707.70 against Vern Hoeglin Construction Co., Inc.

This claim appears to be in reference to the Hughes-Ladd and McConnell Contract No. 7395 for work on the Dobbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of the claim and we will also forward a copy to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc

Hughes-Ladd & McConnell
Box 736
Redding, California 96001

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Rec
7/24/73
CH

NOTED
C. W. HEAD

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

July 16, 1973

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary, Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Re: O.S.H.D. 7395
Bubbs Ranch Weatherby Section
of the Old Oregon Trail in
Baker County

Enclosed is a claim against the bond given by Hughes-Ladd & McConnell, a joint venture and The Travelers Indemnity Company, as surety, in connection with the above work. I would appreciate it if you would acknowledge receipt of the enclosure.

Very truly yours,

Denton G. Burdick, Jr.

DGB:mb

RECEIVED
JUL 18 1973
HIGHWAY
ADMINISTRATIVE SERVICES

TO: State of Oregon
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that NIEDERMEYER-MARTIN CO., an Oregon corporation, has a claim for materials consisting of guard rail posts and blocks furnished to Vern Hoaglin Construction Co., Inc. by Niedermeyer-Martin Co. in the sum of $19,707.70 against the bond taken from Hughes-Ladd & McConnell, a joint venture, principal, and The Travelers Insurance Company, a corporation, surety, for the work on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County, Oregon.

DATED this 16th day of July, 1973.

NIEDERMEYER-MARTIN CO.

By
Denton G. Burdick, Jr.
One of its Attorneys

RECEIVED
JUL 18 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7395

July 12, 1973

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
Six Ten Southwest Alder Street
Portland, Oregon 97205

Attention: Denton G. Burdick, Jr.

Gentlemen:

As requested in your letter of July 9, 1973, we are attaching a copy of the Contract and Performance Bond for Contract No. 7395 awarded to Hughes & Ladd, Inc., and Hughes and Ladd and Carl R. McConnell for work on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

The completion date on this contract was May 30, 1973, but the contract has not been accepted yet.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks
Attachments

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD S. HUTCHINSON
FRANK H. HILTON, JR.

July 9, 1973

Russ

Secretary, Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Re: O.S.H.D. 7395
Lime, Oregon

Would you please send us a copy of the bond posted by the general contractor, Hughes, Ladd & McConnell, in connection with the above work and your contract as above. We do not have an exact description of the work and our statement as to the exact name of the contractor may not be exactly correct. Also, would you please advise us as to the date the contract was accepted by the Highway Commission. Our interest in the matter is that we represent Niedermeyer-Martin Co. and will be filing a claim on its behalf when we receive the information we are requesting. If there is any charge for this please bill us.

Very truly yours,

Denton G. Burdick, Jr.

DGB:mb

R [illegible]
JUL 10 1973
OREGO
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

7395

S

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 10, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Median Drains
Bubbs Ranch-Weatherby Sec.
Old Oregon Trail Highway
Baker County
Contract No. 7393
Your File: D 315-2-129

Dear Sir:

On June 20, 1973, you wrote to me regarding the median drains which were installed on I-80N adjacent to Union Pacific's trackage between Nelson and Weatherby. You commented in your letter that some of the provisions made to handle the drainage in this area appeared to be satisfactory and commented that more engineering should be done to confirm that these provisions for handling the run off from the median drains were adequate. You stated that final acceptance of this portion of the project would have to be held in advance until we could present adequate evidence that these installations were hydrologically sound.

W. E. Schwartz, Regional Engineer in La Grande, has advised me that it is their feeling that the median drainage has been adequately taken care of and should cause no problems to the railroad facilities. He states that if any of these installations do cause problems in the future, the Highway Department will take the necessary corrective measures to remedy these problems. At this point in time, we do not plan on making any hydrological study as you requested. Perhaps the best hydrological study which can be made is to observe these drains through the fall and winter rains and then determine if any corrective measures are necessary. If it is evident that additional work is necessary, you can be assured that it will be done at the earliest possible time.

I trust that this plan of operation will meet with your approval. If you have any comments on the foregoing or desire any additional information, please contact me.

RECEIVED
JUL 11 1973
Office of
Assistant State Highway Engineer

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
bc: H. S. Coulter
C. T. Keasey
J. H. Versteeg
J. B. Boyd
W. E. Schwartz
L. V. Blickenstaff

7395

5

July 6, 1973

Traffic Safety Supply Co.
2324 S. E. Umatilla Street
Portland, Oregon 97202

Attention: E. Resnick
Vice President

Gentlemen:

This is to acknowledge your letter of July 2 informing us that you are reducing the amount of your claim against Hoaglin Construction Co. (subcontractor) to $4,429.39.

This is in reference to the Hughes-Ladd and McConnell Contract No. 7395 for work on the Dubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

We will notify the surety and contractor of this reduction.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG:td
cc Hughes-Ladd and McConnell
The Travelers Indemnity Company

TRAFFIC SAFETY SUPPLY CO.

TSS

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

July 2, 1973

Mr. Cecil W. Head, Commission Secretary
Oregon State Highway Division
Salem, Oregon 97310

Subject: Oregon State Highway Contract No. 7395
Prime: Hughes & Ladd and McConnell
Bubbs Ranch-Weatherby Section,
Old Oregon Trail in Baker County

Dear Sir:

With reference to our claim in the amount of $21,105.86 against the above project, please be advised that our claim has been reduced to a balance of $4,429.39.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick
Vice President

ER:lb

cc: Hughes-Ladd and McConnell
Box 756
Redding, Calif. 96001

The Travelers Indemnity Company
700 Main Street
Hartford, Connecticut 06108

Hoaglin Construction Co.
P. O. Box 587
Cornelius, Oregon 97113

RECEIVED
JUL 3 - 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

7395

5

FORM E-30K

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE July 2, 1973

TO J. E. Chidsey
Railroad & Utilities Engineer

FROM S A L E M

SUBJECT W. E. Schwartz
Regional Engineer

Median Drains
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Contract No. 7395

Region V personnel reviewed all median drain installations on subject project together with representatives of Union Pacific Railroad, Ted Litchfield and yourself on March 6, 1973. At that time we agreed upon what must be done to satisfy the railroad insofar as runoff from our median drains were concerned.

Since that time we have completed every corrective item agreed upon except two. There were three culverts to be placed under the tracks to carry our median drainage to the Burnt River. The railroad specified that these installations had to be bored. We rented the equipment and attempted to make the borings. At one installation we were successful, but at two others we were not. Blickenstaff tried to get railroad approval to open cut but permission was not granted. After some procrastination, the railroad agreed to a plan for open ditching to existing culverts.

Since the work has been completed, Blickenstaff has reviewed it with Mr. Bob Orr of the Union Pacific Railroad Portland office and a railroad inspector named R. Mc Fadzen. They have both told Blickenstaff that all work had been done in a satisfactory manner and had their approval.

Blickenstaff asked Orr for a letter from Union Pacific Railroad stating that all work on the railroad right-of-way had been completed in a satisfactory manner. Orr indicated that such a letter would be written. I suspect, however, that a letter dated June 20, 1973 to you from L. A. Kirkeby is all of the response we will get. I believe the railroad would like to keep us on the book as long as possible.

hook ?

RECEIVED
JUL 3 1973
Office of
Assistant State Highway Engineer

We believe that the median drainage has been taken care of in a satisfactory manner and should cause no trouble to railroad facilities. I believe their field people also agree. We have told them that should any of these installations cause problems, we would take appropriate corrective measures. We do not plan to make any hydrologic study as Mr. Kirkeby suggests. We will watch the installations after the fall and winter rains begin. If any further corrective measures are warranted, we will make them.

WES:sh

cc H. S. Coulter
C. T. Keasey
J. M. Versteeg
L. V. Blickenstaff

7395

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Dubbs Ranch-Weatherby Section, I-80N
Contract No. 7395

Hughes, Ladd and McConnell, contractor on the subject project, has made a second request for a time extension of an additional 60 days, citing only the added excavation work. The project is now considered complete as of May 30 with 51-1/2 days liquidated damages accrued at $300 per day for a total of $15,450. An earlier request was considered at your meeting on October 31, 1972, when an extension of 120 days was granted because of increase in excavation quantities. The possibility of a further extension request was recognized then as the project was only 85 percent complete.

Approximately 2,290,000 cubic yards of excavation was added to secure stable cut slopes. This was a 61-percent increase from the contract quantity. The actual rates of production attained on the last 400,000 cubic yards of added material were considerably less than the average production earlier in the project and justify the increase requested.

I have therefore granted a 51-1/2-day extension of time on this project, which will delete all liquidated damages. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
W. E. Schwartz
Gary Sund
JAB:fw ms

7395 5

June 29, 1973

Hughes-Ladd and McConnell
Post Office Box 756
Redding, CA 96001

Gentlemen:

Your request for a time extension of 80 days on Contract No. 7395 for work on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail Highway (I-80N) in Baker County has been considered.

Careful consideration was given to the reason you submitted. In light of the available facts and the provisions of the contract, an extension of 51-1/2 days is granted which will eliminate all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Kassay
V. E. Skoog
W. E. Schwartz
L. B. Blickenstaff
V. L. Gallagher
fw ms

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
June 18, 1973

SUBJECT: Request for Time Extension
Bubbs Ranch-Weatherby Section
Contract No. 7395

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A Bond
John A. Bond
Construction Administration Engineer

We must now consider a second request for time extension on this project. Hughes, Ladd and McConnell submitted a second request in March requesting an additional 60 days citing only added excavation. The project is now considered completed as of May 30 with 756-1/2 days counted which amounts to 51-1/2 days liquidated damages at $300 per day for $15,450.

The first request was analyzed in August of last year when the job was about 85 percent done; 120 days extension was granted based on just the significant added excavation quantity and 120 days was derived on a very simplified basis of just time/money or average rates of production up until then. It was recognized that a second request for extension might have to be considered. The 120-day extension granted carried the job through the three-month winter "no count" period and the time as extended then expired March 29, 1973, at which time the project was 99 percent done. The entire project was opened to four-lane traffic on April 18.

Grading work remaining at the end of 1972 caused about 12,000 tons of the A.C. paving to be carried over into this year. The actual rates of production attained on the last 400,000 cubic yards of added material were apparently considerably less than the average production earlier in the project. We also note that there have been seven more extra work orders (several related to railroad work required at a very late stage) and two more price agreements for added work. Some of the late railroad facilities work has been done on liquidated damages.

In view of the significant additions to this contract, I believe we are in a very poor position to assess liquidated damages. A 51-1/2 day extension is recommended to delete all liquidated damages. Rough draft letters to FHWA, the Commission and the contractor are attached.

RECEIVED
JUN 20 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

3-19-73

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7395 Contractor Hughes-Ladd & McConnell

Highway Old Oregon Trail

Section Bubbs Ranch-Weatherby

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 51-1/2 days for completion of added excavation and for seven extra work orders and two price agreements added late.

Recommended for Approval:

Alfred Shirley J
Regional Construction Engineer

Construction Engineer or ~~Bridge Engineer~~

[illegible] State Highway Engineer

Contract No.	7395
Project designation (State-Federal)	I-80N-7(29)327
Date awarded	June 16, 1970
Work started	July 20, 1970
Per cent completed	99 3-26-73 (Date)
No. of Workdays Allowed	705
No. of Workdays Used	702
No. of Added Workdays Requested	60

State Printing [illegible]

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 19, 1973, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 705 days to 765 days, within which to complete our Contract No. 7395, without the assessment of liquidated damages. The said contract is described as follows:

Bubbs ranch - Weatherby I-80N-7(29)327

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Roadway excavation due to Price Agreement #37 delayed completion of Project. Original completion date was Oct 1972. Est new completion date May 30, 1973

Respectfully submitted,

HUGHES & LADD, INC & CARL McCONNEL
Contractor

By [illegible]

CONSENT OF SURETY

Date March 19, 1973

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James A. Vick
Attorney-in-fact

(SEAL)

Resident Agent

The Travelers Indemnity Company
Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— James A. Vick of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

——— This power of attorney revokes that dated July 12, 1967 on behalf of James A. Vick ———

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 19th day of June 19 72

THE TRAVELERS INDEMNITY COMPANY

By

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 19th day of June in the year 1972 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

Ruth H. Somerville

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— James A. Vick of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

——— This power of attorney revokes that dated July 12, 1967 on behalf of James A. Vick ———

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 19th day of June 19 72

THE TRAVELERS INDEMNITY COMPANY

By

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 19th day of June in the year 1972 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

Ruth H. Somerville

Notary Public

My commission expires April 1, 1974

(Over)

S-1869 PRINTED IN U.S.A. 671

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 19th day of March 1973.

Assistant Secretary, Surety

S-1869 (BACK)

7395

DEPARTMENT OF JUSTICE

Memorandum

TO: File

DATE: June 25, 1973

FROM: Jack L. Sollis

SUBJECT: Contract 7395

On this date, myself and Ted Litchfield talked to Bob Owen of the Union Pacific Railroad relative to the problem with two of the Union Pacific Railroad's employes reporting flagging time on weekends from the period May through October, 1971 on contract 7395, when in fact they did not actually spend that time on the job.

This matter has been discussed with Mr. Owen of the Union Pacific Railroad and the pertinent information has been given him. The discussion was held by myself and Ted Litchfield and Mr. Owen is going on a two-week vacation and upon his return, he will investigate the entire matter and be in communication with me.

mjg
cc w/enc. H. S. Coulter
C. T. Keasey
Ted Litchfield
L. V. Blickenstaff

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~

NOTED
JACK L. SOLLIS

DATE June 20, 1973

TO Jack Sollis
Asst. Attorney General

FROM Jess Jones
Utility Auditor

SUBJECT Union Pacific
Bubbs Ranch-Weatherby
Contract 7395

During the use of temporary grade crossings at railroad M.P. 370 (Rattlesnake Springs) it was necessary to have flagmen on the job around the clock, seven days per week, by both the railroad and the contractor.

State inspectors, however, were working a five-day week and were not on the job Saturdays or Sundays.

As time progressed, E. W. Coles' foreman, and at times his assistant H. K. Montgomery, turned in an excessive number of overtime hours on Saturdays and Sundays in addition to the regular flagmen on the job, although no unusual work or blasting was attempted on weekends.

As these time reports continued to trickle in, the State Resident, L. V. Blickenstaff, became concerned about the foreman working so hard and mentioned it to some of the contractor's flagmen.

They advised him that Mr. Coles seldom came around the job on weekends. It was then decided to institute a 24-hour check of Mr. Coles' time, covering the entire job site on weekends with the following results.

On October 23-24 and 30-31, 1971, Mr. Coles' time report was the same for each day. It showed that he worked from 5:30 to 8:30 a.m., from 1:00 to 4:00 p.m. and from 7:00 to 12:00 p.m.

Actually on October 23 and October 31, he did not make his appearance on the job site at any time. On October 24, he drove by with his family at 9:45 p.m. and stayed no longer than 15 minutes. On October 30 he drove by with his family for about 15 minutes. Since his family was with him it was obvious he was not "called" to the job.

There are several other instances where he charged overtime to the job and made no appearance.

During the four days under surveillance he charged 36 hours overtime and actually was at the job site 30 minutes, for a percentage of .0139%. From May through October he charged 457 hours to weekends, which amounts (with payroll additives) to $3,508.88; .0139% of this amounts to $48.77, leaving a credit due the State of $3,460.11.

JJ:njc

7395

5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 25, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project I-80N-7(29)327 7395
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

We concur in extending the contract time on this project an additional 51½ days.

G. L. Green

Orig.
6-27-73

RECEIVED
STATE HWY ENGR
JUN 26 '73
REFER TO
Coulter
FOR
Info Inves RID D/R Sign Act File

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

6-28-73
cy Constr.
Schwartz
Gallagher

NOTED
A. E. JOHNSON

NOTED
H.S. COULTER

7395

5

June 21, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Oregon Project I-80N-7(29)327

We must now consider a second request for time extension on this project. Hughes, Ladd and McConnell have submitted a second request requesting an additional 60 days citing only added excavation. The project is now considered completed as of May 30, with 756-1/2 days counted which amounts to 51-1/2 days liquidated damages at $300 per day for $15,450.

The first request was analyzed in August of last year when the job was about 85% done; 120 days' extension was granted based on just the significant added excavation quantity and 120 days was derived on a very simplified basis of just time/money or average rates of production up until then. It was recognized that a second request for extension might have to be considered. The 120-day extension granted carried the job through the three-month winter "no count" period and the time as extended then expired March 29, 1973 at which time the project was 99% done. The entire project was opened to four-lane traffic on April 18.

Grading work remaining at the end of 1972 caused about 12,000 tons of the A.C. paving to be carried over into this year. The actual rates of production attained on the last 400,000 cubic yards of added material were apparently considerably less than the average production earlier in the project. Overall the excavation quantity increased 2,290,000 cubic yards, or 61% from the contract quantity. We also note that there have been seven more extra work orders (several related to railroad work required at a very late stage) and two more price agreements for added work. Some of the late railroad facilities' work has been done on liquidated damages.

In view of the significant additions to this contract, we ask your concurrence in a 51-1/2-day extension which would delete all liquidated damages.

JAB:fw kmb

bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

7395

4798

FILED
JUN 21 1973
CLAY MYERS
SECRETARY OF STATE

5

NOTED ON CARD
6-22-73 KS

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1973

Traffic Safety Supply Co.
2324 S. E. Umatilla St.
Portland, Oregon 97202

Attention: E. Resnick
Vice President

Gentlemen:

This is to acknowledge receipt of your letter of June 14 informing us that Hoaglin Construction Co., (subcontractor) owes you $21,105.86 for signing materials.

This appears to be in reference to the Hughes-Ladd and McConnell Contract No. 7395 for work on Dobbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

NOTED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED
R. M. GRAHAM
R. M. Graham, Assistant Secretary

RMG:fhm
cc Hughes-Ladd & McConnell
Box 735
Redding, California 96001

The Travelers Indemnity Company
700 Main Street
Hartford, Connecticut 06108

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

June 14, 1973

Mr. Cecil W. Head, Commission Secretary
Oregon State Highway Division
Salem, Oregon 97310

Subject: Bubbs Ranch - Weatherby
Oregon State Highway Contract No. 7395
Prime Contractor: Hughes & Ladd
Sub-Contractor: Hoaglin Construction Co.

Dear Sir:

Notice hereby is given that the undersigned Traffic Safety Supply Co. has a claim in the amount of $21,105.86 against the bond taken from Hughes & Ladd, principal, and Travelers Indemnity, surety, for temporary and permanent signing materials furnished to Hoaglin Construction Co., Sub-Contractor, for the above project.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
Vice President

ER:lb

cc: Secretary of State
Travelers Indemnity Co., Surety
Hughes & Ladd, Prime Contractor
Hoaglin Construction Co., Sub-Contractor

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

7395

s

June 8, 1973

Mann Construction Company
P. O. Box 595
Redmond, Oregon 97756

Attention: Richard Mann

Gentlemen:

Retainage on State Highway Contract No. 7395 (Hughes & Ladd, Inc., Hughes and Ladd, and Carl R. McConnell) has been reduced and payments to the prime contractor have been made.

The information you requested in your June 5 letter is as follows:

Progress Estimate No.	Retainage Released	Date Paid
32	$ 36,534.93	3/22/73
33	177,000.00	4/24/73
34	58,000.00	5/22/73

A "Lump Sum" retainage of $175,000 is still being held by the Highway Division, however, it is not identified specifically to any portion of the total contract.

We hope that this information will be beneficial and fulfill your request.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

MANN CONSTRUCTION CO.

GENERAL CONTRACTORS

P. O. BOX 595 • REDMOND, OREGON 97756
NORTH CITY LIMITS
PHONE (503) 548-8181

June 5, 1973

Re: Bubbs Ranch - Weatherby Sec.
Old Oregon Trail Highway
Weatherby Safety Rest Area
Contract No. 7395

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Cecil Head

Gentlemen:

The Resident Engineer on the above job expressed his wishes to have our portion of this project - which we subcontracted from the prime contractor - completed as quickly as possible and assured us that if we would complete the Weatherby Rest Area, that the State would in turn release the complete retainage for our portion of the work to Hughes & Ladd. The Resident Engineer has since advised by telephone that this retainage was released.

Would you please advise if, in fact, this retainage was released to the prime contractor and, if so, we would like to know the amount of retainage released and the date payment was made.

Your cooperation will be most appreciated.

Sincerely,

MANN CONSTRUCTION CO.

Richard Mann

Richard Mann

RM/gm

RECEIVED
JUN 6 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Fran
pls have someone type
Cee

Mann Construction Co.
PO Box 595
Redmond, Oregon 97756

NOTED
C. W. HEAD

Attn: Richard Mann

Subject: Contract # 7395
I-80N Bubbs Ranch - Weatherby

Gentlemen:

Retainage on State Highway contract # 7395 (Hughes + Ladd, Inc. - Hughes + Ladd + Carl R. McConnel) has been reduced and payments to the prime contractor have been made.

The information you requested in your June 5 letter is as follows:

Progress estimate No.	Retainage released	Date paid
32	$ 36,534.93	3/22/73
33	177,000.00	4/24/73
34	58,000.00	5/22/73

A "Lump Sum" retainage of $175,000.00 is still being held by the Highway Div.; however, it is not identified specifically to any portion of the total contract.

We hope ~~Hoping~~ that this information will be benefical beneficial and fulfill your request.

From Dick Aacek

7395

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 6, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(29)327

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

NOTED
A. E. JOHNSON

Contract 7395, Work Completed May 30, 1973

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 30, 1973

Conditions not acceptable: None

for Valach
Glen L. Green
Division Engineer

VG:bb

cc: F. B. Klaboe ✓
L. H. Young
V. Gallagher

NOTED
H.S. COULTER

6-13-73
Constr.
orig.-
6-12-73

RECEIVED
STATE HWY ENGR

JUN 11 '73

REFER T
Coulter TAA

FOR

Info Inves R/D D/R File

7395

May 31, 1973

Portland Wire and Iron Works
P. O. Box 02175
Portland, Oregon 97202

Gentlemen:

We have been notified by the Department of State of the filing of your claim for $10,136 against Vern Meaglin Construction Company.

This claim appears to be in reference to Contract No. 7395 with Hughes-Ladd and McConnell for work on the Dubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company, 700 Main Street, Hartford, Connecticut 06108 furnished the performance bond on this contract. We will advise them of the filing of your claim.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Hughes-Ladd & McConnell
Box 736
Redding, California 96001

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

NOTED ON CARD
5-31-73

RMG:fkn

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

May 24, 1973

~~Portland~~ Wire & Iron Works
P. O. Box ~~02175~~
Portland, Oregon ~~97202~~

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Portland Wire & Iron Works
Surety Company: The Travelers Indemnity Company
Principal: Vern Hoaglin Construction Co.
Amount of Claim: $10,136
Job: Hwy. Contract No. 7395 - Bubbs Ranch-Weatherby Section, Baker County.

This has been filed as of the date of this letter and assigned file number 4793.

Very truly yours,

E. M. Madden, Elections Manager
By

Darhl L. Couper

(Mrs.) Darhl L. Couper
Public Records Clerk

✓cc: Oregon State
Highway Division

R
MAY 25 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

7395

May 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(29)327

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7395, State Force Order No. 18

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

The Order documents a credit to the project for salvaged barricade materials which were transferred to State maintenance. The materials were initially purchased for use under Extra Work Order No. 24.

The salvage value is based on 25% of the acquisition cost as agreed to by the Federal Highway Administration Area Engineer.

Your approval as of May 15, 1973 is requested.

JK:bb
Attach.

7395

May 25, 1973

Kobin and Meyer
Attorneys at Law
610 S. W. Alder Street
Portland, Oregon 97205

Attention: Charles L. Kobin

Gentlemen:

This is in reply to your letter of May 24 concerning the Hughes-Ladd and McConnell Contract No. 7395 in Baker County.

Our Construction Engineer informs us that this job will be completed the first part of next month.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

May 24, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Re: Contract No. 7395 - Bubbs Ranch Weatherby Section, Old Oregon Trail, Baker County, Oregon
Contractor - Hughes & Ladd, Inc.

Gentlemen:

As attorneys for Mann Construction Co., we previously submitted Notice of Claim against bond of Hughes & Ladd. Be advised this claim has still not been paid.

Please advise us by return mail of the date by which this contract was accepted by the Highway Department, State of Oregon. In the event the job has still not been accepted, please advise of this.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

NOTED
C. W. HEAD

99.9%
Est- 6-1-73

RECEIVED
MAY 25 1973
OREGON
STATE HIGHWAY COMMISSION

5

5-3-73

7395

NOTED
N. S. COULTER

-V

.PRM

CON PER LAG 20 5-3-73 4.50 PM

✓ C T KEASEY
L E GEORGE

THE BUBBS RANCH-WEATHERBY SECTION, CONTRACT NO. 7395, WAS OPENED TO FOUR LANE TRAFFIC AND SIGNED FOR 75 MPH SPEED AS OF APRIL 27, 1973.

R C LANG
SH17.04.

Send copy to Coulter

K

RECEIVED
MAY 4 1973
Office of
Assistant State Highway Engineer

5

OREGON STATE
HIGHWAY DIVISION
7395
HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 11, 1973

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-7(29)327

SUBJECT Request Change Order Approval

Contract 7395, Extra Work Order No. 39

Project Bubbs Ranch - Weatherby

Highway Old Oregon Trail

County Baker

This order covers the cost of furnishing and installing three 12-inch culvert pipes under the U.P.R.R. tracks and service road at Stations 1447+10, 120+60 and 1244+90. Installation of these three pipes is necessary to prevent damage to railroad property by erosion caused by outfall drainage from highway median drains.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 2, 1973.

Your approval as of April 2, 1973 is requested.

Attach.
BMW:pr

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. ROGERS
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

FEBRUARY 26, 1973

File Ref.
D 315 - 2 - 129

#7395

7395

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Further in connection with my letter of August 16, 1972, regarding joint signal-communication lines damaged by Contractor's blasting operations at MP 373.70, Nelson, Oregon.

Attached are original and 6 copies of Bill No. 198912, dated February 8, 1973, in amount of $37.35, covering Communication Department expense in restoring damaged wires.

Will you kindly place this bill in line for payment, to be transmitted to our Omaha office and at the same time send a copy of your transmittal for local records.

Yours very truly,

T. P. Rogers

T. P. Rogers,
Superintendent

A. E. JOHNSON

enc.

RECEIVED
STATE HWY ENGR
MAR 2 '73
~~Oves~~
REFER TO
R/W Utility Engr
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAR 2 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

3-5-73

[illegible] MAR [illegible] 1973 [illegible] STATE HIGHWAY COMMISSION

4-71-200M
Form T-130-A
(WHITE)

UNION PACIFIC RAILROAD COMPANY
1416 DODGE ST., OMAHA, NEBRASKA 68102
TRANSPORTATION DIVISION

PLEASE REMIT TO
DIRECTOR-CREDIT and COLLECTION
AT THE ABOVE ADDRESS

Oregon State Highway Commission
Hughes & Ladd, Inc.
Mr. George M. Baldwin, Administrator of Highways
Highway Building
Salem, Oregon 97310

BILL NO. 198912
MONTH'S ACCOUNT 2/1973
GBM DEPT. NO. 26
DATE FEBRUARY 8, 1973
$37.35

To Assure Proper Credit To Your Account, Please Detach Top Portion and Include With Your Remittance.

UNION PACIFIC RAILROAD COMPANY BILL NO. 198912 DATE 2/8/73

For expense incurred to repair Communication wires account damaged by blasting by Hughes & Ladd, Inc. August 15, 1972, at MP 373.75, Nelson, Oregon.				
Labor: Districtman 4 hr	30	85		
Co. Equipment Used: ½-Ton Truck 4 hr	6	50		
PAYABLE UPON RECEIPT	PAY THIS AMOUNT		37	35

For further information address Manager - General Ledger Accounting, U.P.R.R. Co., 1416 Dodge St., Omaha, Nebraska 68102

(Staple Attachments Here)

2-1-73

7395

files —

LRW LAG 2 2-1-73 11.01 AM

A E JOHNSON

FOR YOUR INFORMATION, THE FOLLOWING IS A COPY OF TELETYPE 198 OF 1-31-73 SENT TO C T KEASY AND C K ANSELL AND WHICH SHOULD HAVE BEEN SENT TO YOUR OFFICE ALSO

" RE AL JOHNSON"S LETTER OF JANUARY 29, 1973
ON SIGNING FOR FALLING ROCKS ON BUBBS
RANCH-WEATHERBY SECTION

- # 7395

ANSELL ADVISED THAT "ROCKS NEXT ---- MILES" SIGNS WERE INSTALLED ON ABOUT JANUARY 16, 1973.

/S/ DALE ALLEN "

ATTEND
SH¾4.

RECEIVED
STATE HWY ENGR
FEB 1 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

5

7395

Salem, Oregon
January 29, 1973

C. T. Keasey
Construction Engineer

Bubbs Ranch-Weatherby Section
FAP I-80N-7(29)327
Contract 7395

758

In a January 16 letter from Mr. Glen L. Green, Division Engineer of the Federal Highway Administration, participation in the installation of wire mesh cover on the cut between Stations 1439 and 1450 was denied.

It is noted that Federal-aid participation for a mutually acceptable corrective plan, if developed, will be considered eligible for Federal-aid participation either under the present or a future project.

Since our funds are such that we are not able to accomplish the installation of wire mesh with State funds, an alternate corrective plan should be devloped.

In the meantime, this cut and similar cuts in the area should be signed for "SLIDE AREA" and "FALLING ROCKS". Please provide for the installation of such signs.

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc F. B. Klaboe
W. E. Schwartz (enc.)
V. L. Gallagher "

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 16, 1973

In reply refer to: 10-35-DA

FROM : fm C. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 17 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: FAP I-80N-7(29)327
Bubbs Ranch-Weatherby Section
Work on Cut between Sta 1439 and 1450

In response to Mr. Johnson's January 10, 1973 letter, no evidence concerning the extent and seriousness of raveling has been presented to support major corrective work such as wire mesh cover.

We agree that if a clear need can be demonstrated within the next few months and a mutually acceptable corrective plan can be developed, such a plan will be considered eligible for Federal-aid participation either under the present or a future project.

NOTED
F. B. KLABOE

REFERRED al
STATE HIGHWAY ENGINEER

Routing
Keesey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
JAN 23 1973
CONSTRUCTION SECTION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

RECEIVED
JAN 11 1973

FOR

7395

January 10, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Bubbs Ranch-Weatherby Section
FAP I-80N-7(29)327
Contract No. 7395
Prefix No. 601-1071

Additional work in the Station 1439 - 1450 Lt. cut is being considered. This is the first large cut southerly from Nelson Point. It has already been changed from the planned 1/4:1 benched slope to a straight 1 1/4:1 slope with the same 16-foot fallout area. Added work has been proposed to give added assurance of preventing rock from raveling off the slope and reaching the roadway. We are placing some warning signing in the meantime.

One proposal is to rescale the cut slope. Since the contractor has finished the cut once, any additional work by the contractor must be compensated. On an extra work basis, this is estimated at $11,700.

We have also secured prices for covering the entire cut with wire mesh fencing fabric. A rough plan is attached. This cost is estimated at $233,150.

If you do not concur in doing additional work at this time under the current contract, we would like to have assurance that the project status can be kept open for further consideration of the above or other possible added safety measures on a participating basis later.

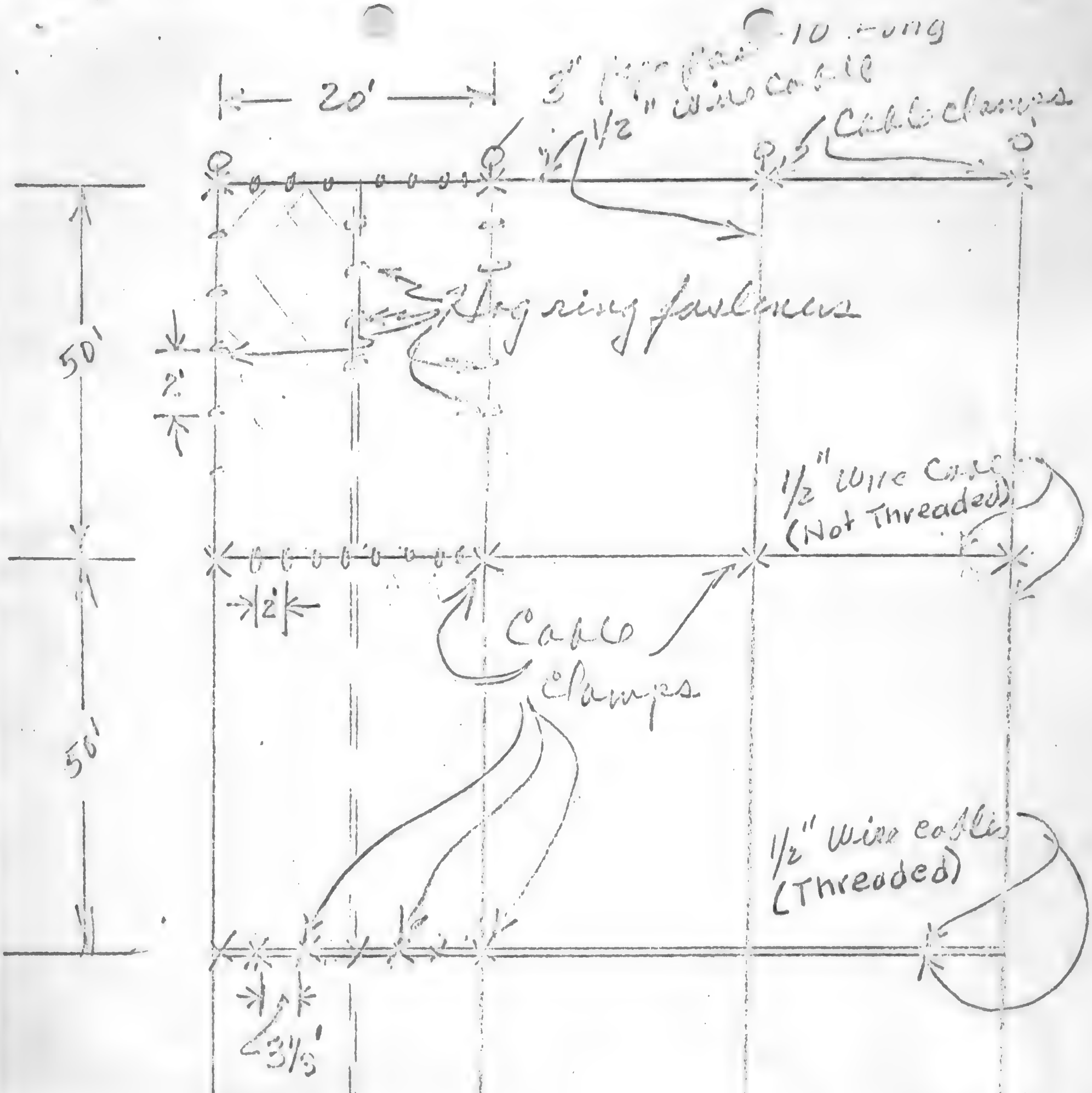
Very truly yours,

~~Attachment~~

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
F. B. Klaboe
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

JAB:fw ja



Horizontal Joint made by threading cable through alternate openings 6" from end of each section. Sections are lapped 12" & cables fastened together with cable clamps.

Fabric in rolls 10' w x 100' long.

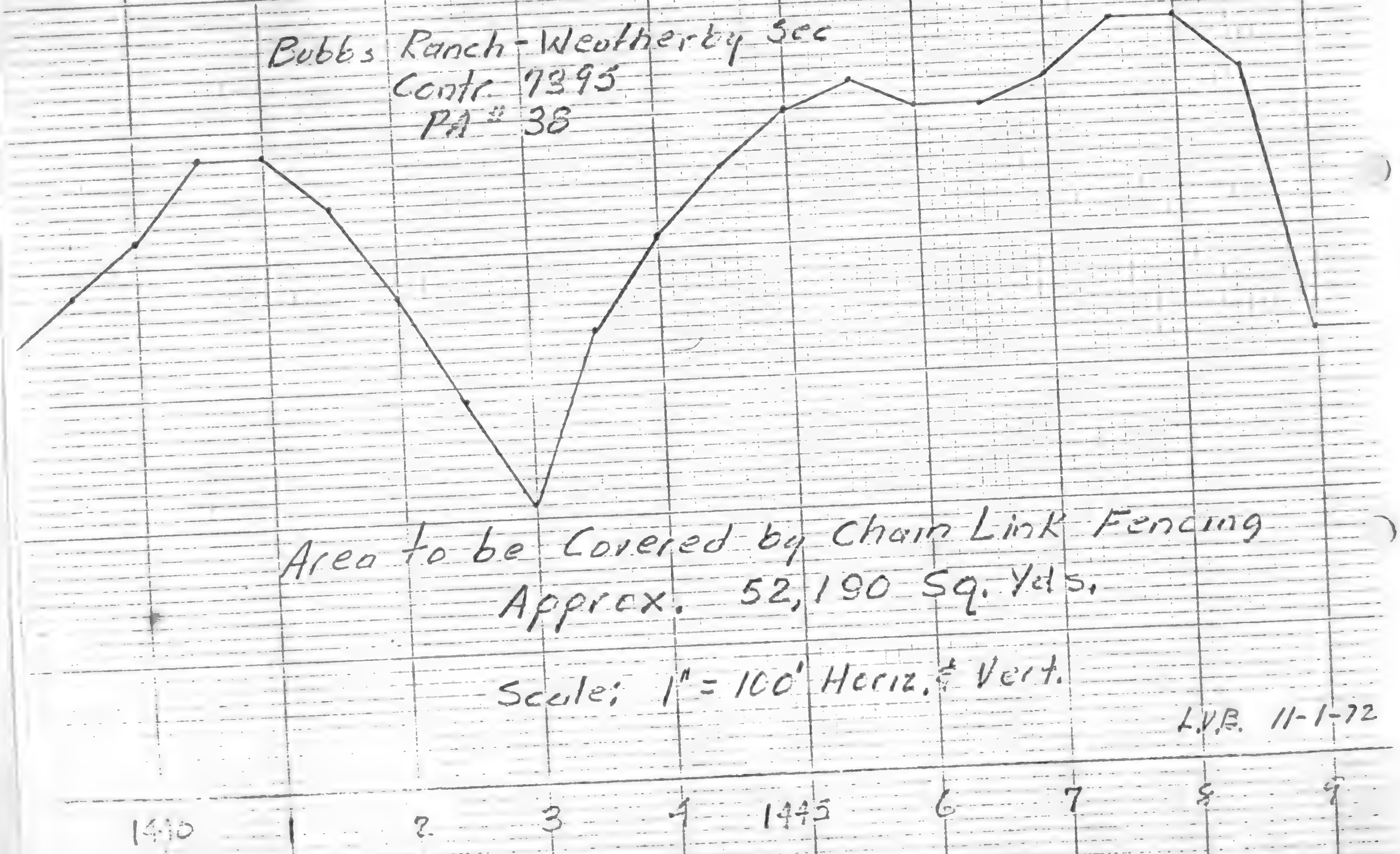
	Slop Length	
1450	250	285
+50	320	320
1449	320	420
+50	520	540
1448	560	560
+50	560	540
1447	520	510
+50	500	500
1446	500	510
+50	520	510
1445	500	480
+50	460	435
1444	410	375
+50	340	275
1443	210	250
+50	290	330
1442	370	405
+50	440	460
1441	480	480
+50	480	450
1440	420	400
+50	380	360
1439	340	
		4395

~~469,750~~

4395 x 50 = – 469,750 sqft =

52,194 Sq yds

Bubbs Ranch - Weatherby Sec
Contr. 7395
PA # 38



Area to be Covered by Chain Link Fencing
Approx. 52,190 Sq. Yds.

Scale: 1" = 100' Horiz. & Vert.

L.V.B. 11-1-72

HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS
& Carl R. McConnell, P. O. Box 235
Durkee, Oregon
97905
P. O. Box 756 Redding, Calif. 96001
916—241-6102

Re: Bubbs Ranch-Weatherby
Old Oregon Trail Highway
Contract 7395

November 14, 1972

Oregon State Highway Department
L. V. Blickstaff
Resident Engineer
Baker, Oregon 97814

Subject: Price agreement for chain link fence slope protection

Gentlemen:

In accordance with your letter dated Nov. 1, 1972, we propose the following unit prices:

Mesh (including Hog Rings)
52,200 s.y. @ $ 3.75/s.y. = $ 195,750.00

Anchors
56 ea. @ $ 150.00/ea = $ 8,400.00

½" Cable (inch clamps)
29,000 l.f. @ $ 1.00/l.f. = $ 29,000.00

Total $ 233,150.00

It is anticipated that this work will require 3 months, weather permitting. All flagging will be in accordance with your standard specifications.

Sincerely,

Roy E. Ladd
Roy E. Ladd
President
Hughes & Ladd, Inc.

RECEIVED
JAN 19 1973
FOR FILING

4752

ED
AM '73
STATE

FILED
JAN 10 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7395

11-11-73 Ko

January 9, 1973

Kobin & Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

Attention: Charles L. Kobin

Gentlemen:

This is to acknowledge receipt of your letter of January 8, 1973, with attached Notice of Claim of your client Richard Mann dba Mann Construction Company stating that Hughes & Ladd, Hughes & Ladd, Inc., and Carl R. McConnell owes them for labor and materials in the amount of $27,500.

This appears to be in reference to the Hughes & Ladd, Hughes & Ladd, Inc., and Carl R. McConnell Contract No. 7395 for work on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

The Travelers Indemnity Company, Fidelity & Surety Department, 700 Main Street, Hartford, Connecticut 06108 furnished the performance bond on this contract. We will advise them of the receipt of this Notice of Claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

As requested in the Application and Affidavit, we are enclosing a certified copy of the contract and bond covering this project.

Very truly yours,

R
STATE HIGHWAY COMMISSION

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:hs
cc The Travelers Indemnity Company
Hughes & Ladd, Hughes & Ladd, Inc.,
and Carl R. McConnell
bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

January 8, 1973

Certified Mail - RRR

C. W. Head, Secretary
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Re: Baker County, Old Oregon Trail Highway, Bubbs Ranch-Weatherby Station, Contract No. 7395

Gentlemen:

Enclosed duplicate original Notice of Claim for filing against the bond of Hughes & Ladd et al., the surety being Travellers Indemnity Company.

Please send tissue copy or xerox copy reflecting filing date to the undersigned.

Also enclosed Application and Affidavit for Copy of Contract and Bondexecuted by Richard Mann, claimant.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

Enclosures

cc: Hughes & Ladd
Hughes & Ladd, Inc.
Carl R. McConnell
P. O. Box 756
Redding, California 96001
& P. O. Box 2600
LaGrande, Oregon 97850
Travellers Indemnity Company
707 S. W. Washington
Portland, Oregon 97205

RECEIVED
JAN 9 1973
OREGON
STATE HIGHWAY COMMISSION

[illegible]

MANN CONSTRUCTION CO. | **GENERAL CONTRACTORS**

P. O. BOX 595 • REDMOND, OREGON 97756
NORTH CITY LIMITS
PHONE (503) 548-8181

APPLICATION AND AFFIDAVIT FOR COPY OF CONTRACT AND BOND

TO: C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Description of public improvement: Baker County, Old Oregon Trail Highway, Bubbs Ranch-Weatherby Section, Contract No. 7395

Pursuant to ORS 279.512 and 279.515, the undersigned hereby applies for a certified copy of the contract and bond for and in connection with the public improvement described above, and furnishes affidavit which is attached hereto.

Richard Mann

Richard Mann, dba
Mann Construction Co.
P. O. Box 595
Redmond, Oregon 97756

STATE OF OREGON)
) ss.
County of Deschutes)

Richard Mann, being first duly sworn, says: I am the owner of Mann Construction Co., applicant named in the foregoing application; that the applicant has supplied labor and materials for the prosecution of the work involved in the construction, alteration or repair of the public improvement mentioned in the application; that the applicant has a claim or account for the performance of such labor and furnishing of such materials, which has not been paid.

Richard Mann

Richard Mann

SUBSCRIBED and SWORN to before me this 5th day of January, 1973.

David J. Lay

Notary Public for Oregon
My Commission expires: 12-17-74

NOTED
C. W. HEAD

RECEIVED
JAN 9 1973
OREGON
STATE HIGHWAY COMMISSION

MANN CONSTRUCTION CO.
P. O. BOX 595
REDMOND, OREGON 97756
PHONE [redacted] 548-8181

NOTICE OF CLAIM

C. W. Head, Secretary
Oregon State Highway Department
Oregon State Highway Department Building
Salem, Oregon 97310

Re: Baker County, Old Oregon Trail Highway, Bubbs Ranch-Weatherby Station, Contract No. 7395

Gentlemen:

Notice is given that the undersigned, Richard Mann dba Mann Construction Co., has a claim for labor performed and material furnished by Richard Mann dba Mann Construction Co., in the sum of $27,500, against the Bond taken from Hughes & Ladd, Hughes & Ladd, Inc. and Carl R. McConnell, as principal, and Travellers Indemnity Company, as surety, for the work of Old Oregon Trail Highway, Bubbs Ranch, Oregon State Highway Contract No. 7395.

Dated, January 5, 1973.

Richard Mann
Richard Mann
dba Mann Construction Co.
P. O. Box 595
Redmond, Oregon 97756

cc: Hughes & Ladd
Hughes & Ladd, Inc.
Carl R. McConnell
P. O. Box 756
Redding, California 96001
& P. O. Box 2600
La Grande, Oregon 97850
Travellers Indemnity Company
707 S. W. Washington
Portland, Oregon 97205
Kobin & Meyers
Attorneys at Law
Suite 800 - 610 S. W.
Portland, Oregon 97205

COPY

RECEIVED
JAN 9 1973
Oregon
STATE HIGHWAY COMMISSION

I-80N-7(29) Bubbs Ranch-Weatherby Section 1970
327 of Old Oregon Trail Hwy. (Grad.,
#7345 pav., struc. & sign.) Folder #2

RR-684

5

RECEIVED
1972

FORM E-90 (REV. 10-69)

7395

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1972

SUBJECT: Assignment 696-AEJ
State Highway Commission vs.
J. L. Cartwright
File L-5158, R-37096
Bubbs Ranch-Weatherby Section

696

To: A. E. Johnson
Assistant State Highway Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Attached is a report from Region Engineer Schwartz giving additional information regarding the feasibility of constructing an open irrigation ditch on our old highway right of way adjacent to the Weatherby Rest Area.

It appears that the addition of the Weatherby Rest Area to the project prevents construction of the originally contemplated irrigation ditch discussed with Cartwright during right of way negotiations.

I recommend therefore that we pay for the necessary pipe (300' ±) to make this installation, that Mr. Cartwright perform all the necessary work for installation as proposed, and that we obtain a release of any and all future maintenance on the ditch and pipe.

Approved 12-22-72
By:
Asst. State Hwy. Engr.

cc: Leonard Linder
C. T. Keasey
W. E. Schwartz

CTK:fw
Enc.
cc W. E. Schwartz

RECEIVED
DEC 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 15, 1972

SUBJECT: Cartwright Irrigation Facility
Bubbs Ranch - Weatherby Section
Contract 7395 Baker County

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

Referred 12-18-72
To Alma.
Check for R/W Obligation
John R. Oakes

Returned to E. A. Pease 12-20-72 ac

Attached are profile notes and plotted profile concerning the Cartwright Irrigation facility on the above subject project.

It is noted that an electrical transmission pole is located near station 16 and that nearly ten feet of cut exists at station 22 + 00 which is adjacent to our roadway. It is recommended that culverts be installed at these locations because of the pole proximity and the depth of the cut.

We are ready to install these culverts as soon as determination is made as to who is responsible for the cost.

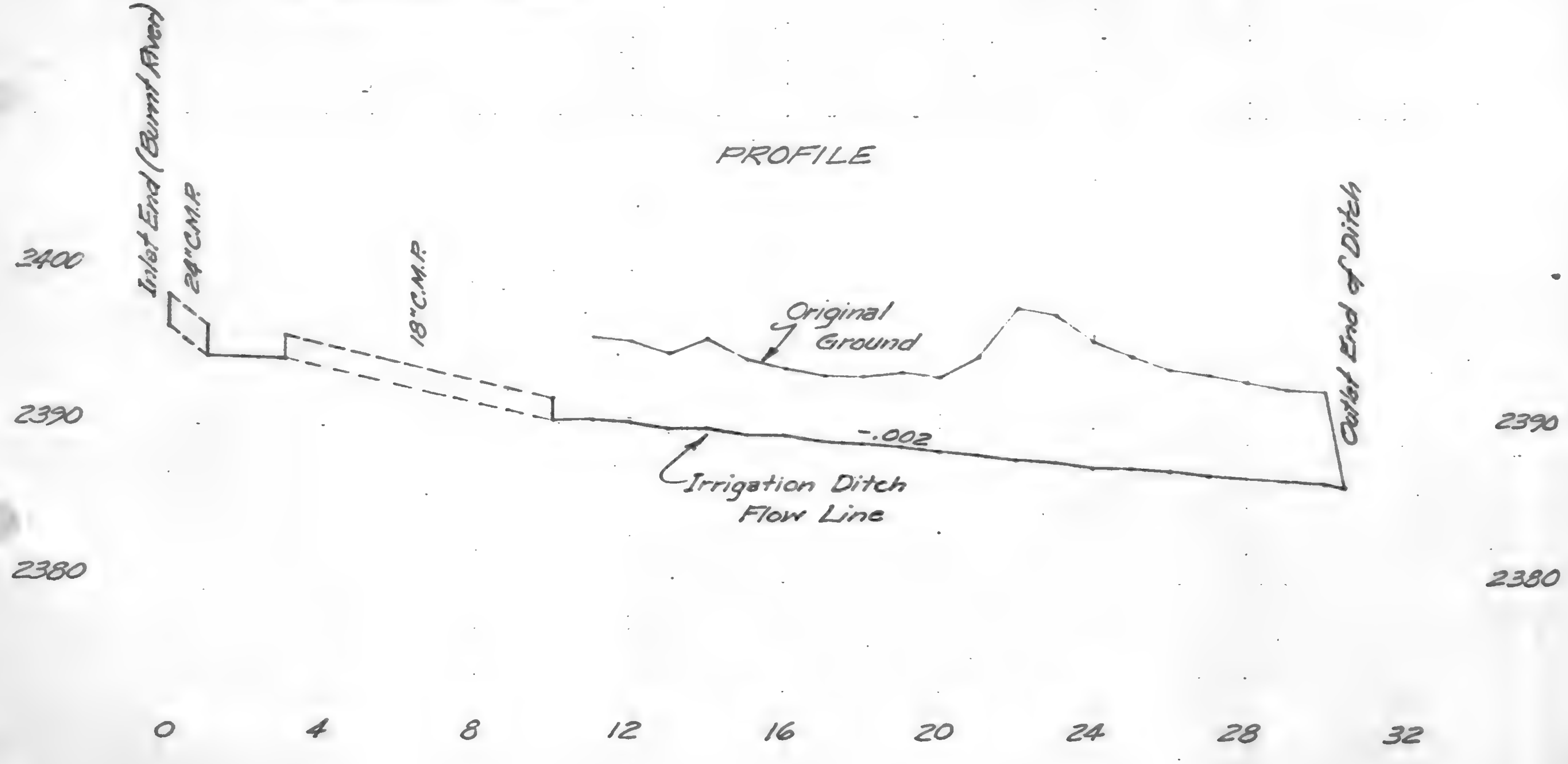
return to E. A. Pease

R. C. Lang
R. C. Lang
Region 5 Office Engineer

RCL/bv
Attachments
cc: L. V. Blickenstaff

Routing
✓ Keasey
| Bond
Walker
Johnson
RECEIVED
DEC 18 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Berg

CARTWRIGHT IRRIGATION FACILITY
BUBBS RANCH WEATHERBY SECTION
CONTRACT 7395



FORM 2-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 15, 1972

Routing
Pease E
Bond
Glenn
Walker
Litchfield
Johnson
Berg

RECEIVED
DEC 20 1972
CONSTRUCTION SECTION

SUBJECT:

To:

C. T. Keasey
Construction Engineer

SALEM

Cartwright Ditch
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Contract No. 7395

Under separate cover you should now have received a profile of the irrigation ditch Cartwright proposes to build upon the old highway right-of-way, near the Weatherby Rest Area. As I see it, this is the only place this ditch could reasonable be placed.

I am told that in the original thinking, Cartwright proposed to take the water from the outlet of the new culvert, along the easterly side of the old highway, to an existing highway drainage culvert. He then proposed to take the water across the highway through the culvert. Thence, by existing irrigation ditches, he proposed to carry the water to his field as he had in the past.

This can all be followed, more or less, on the various sheets of the construction plans. On sheet 14 you can see the new irrigation culvert, with its outlet to the left of station 287+50. You can also see an old dam in the old channel of Burnt River, with an irrigation ditch leading from it, to the left of station 297+00. On plan sheet 15 you can see a continuation of the old irrigation ditch with another culvert under the old highway. This would be left of station 302+00 to 308+50. It is at a point in this ditch just beyond this culvert that Cartwright plans to end his proposed ditch.

As I said, this was all original thinking and has since been altered by the addition of the Weatherby Rest area to the project. I am not at all sure it would have worked anyway because I believe the irrigation water would have had to run uphill between our new pipe and the 18-inch culvert which Cartwright proposed to use to carry water through the highway.

In any event this is background information which undoubtedly led to our eventual agreement with Cartwright. As a stipulation of the final settlement we have agreed to give Cartwright a permit which will allow him to construct and maintain a ditch near the edge of the easterly right-of-way of the old highway. The purpose of the ditch is to carry irrigation water between the new irrigation culvert through the freeway and an existing ditch.

If we allowed Cartwright to follow a loose interpretation of our obligation by constructing an open ditch, a problem would be created in two places. Near profile station 19+00 there is a power transmission pole which could be undermined by the construction of an open ditch. Between stations 21+00 and 24+00 an open ditch constructed completely on the right-of-way would destroy the highway.

Obviously we cannot allow Cartwright to do any work on the right-of-way which would allow either of the aforementioned things to happen. In a normal miscellaneous permit situation we would probably allow this construction provided the permittee would agree to place the ditch in culvert at the tight spots to eliminate the hazard. I feel that this is the reasonable thing to do in this case. Blickenstaff advises me that it would take 250 feet of 18-inch pipe to take care of the hazard at the south entrance to the rest area (station 21+00 to 24+00) and it would probably take another 50 feet of pipe to carry the ditch past the power pole.

I realize that Cartwright has been a real hard person to deal with. I also realize that his problems are complicated and that everything is not black and white. I am also aware that we have been forced into this problem by his unreasonable attitude during negotiations. I am advised that we tried to get him to go for a pressure irrigation system but he refused. He has held out for the "trouble-free" gravity system upon which he has done most of the engineering.

In any event, you now have the background information, the engineering data, and my opinion. You also have the benefit of legal advice in making a decision. I will be happy to abide by whatever decision is made in this matter. The property owner has hired our contractor to make this installation for him. The contractor, who is anxious to finish the project, is exerting some pressure for a decision.

for V.C. Lang
Wendell E. Schwartz
Regional Engineer

WES:sh

cc L. V. Blickenstaff

DEPARTMENT OF JUSTICE

Memorandum

TO: Leonard I. Lindas
Chief Counsel

DATE: November 29, 1972

FROM: Robert A. Holland
Assistant Attorney General

SUBJECT: State Highway Commission v. J. L. Cartwright
File No. L-5158 R-37096

Sometime ago we concluded a settlement of the above-entitled case with Mr. David Silven, Attorney at Law. The settlement provided in paragraph VI of the stipulated final judgment that the defendants would be given permission to construct and maintain a ditch near the easterly edge of the old highway opposite station 300+00 and station 320+00 for carrying irrigation water. I am attaching a copy of Mr. Silven's letter for your information. I have discussed this matter with Mr. Snell, right-of-way supervisor of the La Grande Highway office and he has given me the necessary information.

Apparently the construction engineer from the Salem office was doing some work in the area of the subject property. The division engineer and the construction engineer decided that the ditch is dangerous and constitutes a hazard to the motoring public as they leave a rest area. Therefore, it is their decision to require that the ditch be a covered ditch. Of course this will require a pipe. In Mr. Silven's letter he states that to comply with the state's order it will be necessary to install about 250 feet of pipe. Mr. Cartwright through his attorney, Mr. Silven, states that it should be the state's obligation to furnish the pipe if they are to now require that the ditch be covered. I am inclined to agree that the state should furnish the pipe. At the time of negotiating the settlement we gave permission to locate this open ditch to carry irrigation water. It is only now that the project is complete that we notice that a hazard exists to the travelling public. Because of this later decision of the State Highway Division and because of the fact that the action is necessary to protect the travelling public it is no doubt the duty of the state to furnish the pipe. As stated in Mr. Silven's letter if the state furnishes the pipe the property owner will install the pipe and cover it. I would appreciate it if you would obtain the necessary permission for me to write to the division engineer with authority to state that the Highway Division will furnish the pipe for the property owner. Thank you for your cooperation in this matter.

RAH:mlm

RECEIVED
DEC 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

November 15, 1972

Mr. Bill Snell
Right of Way Supervisor
State Highway Division
LaGrande, Oregon

Re: State Highway Division v. J. L. Cartwright, et al
File No. L-5158 R-37096

Dear Bill:

I have received a communication from Mr. David Silven pertaining to an irrigation pipe on the above-entitled file. I have made a copy of Mr. Silven's letter and enclose it for your information. I do recall our negotiations with Mr. Cartwright. Mr. Coulter, then Division engineer and I, had several meetings with Mr. Cartwright and Mr. Silven. We did agree and incorporate any stipulation that a ditch could be constructed as outlined in Mr. Silven's letter. This ditch was a vital ditch to maintain irrigation facilities. Apparently, the Highway Division has changed its plans which necessitate the use of a pipe rather than an open ditch. If the requirement for a pipe is as a result of the Highway Division's plans, it would appear that the Highway Division would be responsible for the pipe mentioned in Mr. Silven's letter. As mentioned, the property owners would install and maintain the pipe.

I would appreciate it if you could look into this matter and if the State has an obligation, it should be referred to the Division Engineer.

Thank you for your cooperation in this matter.

Very truly yours,

LEE JOHNSON
Attorney General

Robert A. Holland
Assistant Attorney General
Trial Division

RAH:am
Enclosure

LAW OFFICES
BANTA, SILVEN, YOUNG & MARLETTE
1950 THIRD STREET
BAKER, OREGON 97814
TELEPHONE 523-4442

HAROLD BANTA
DAVID C. SILVEN
THOMAS F. YOUNG
GARY L. MARLETTE

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959
BANTA, SILVEN, HORTON & YOUNG
1960-1962
BANTA, SILVEN & YOUNG
1963-1970

November 9, 1972

Mr. Robert A. Holland
Staff Attorney
State Highway Department
Highway Building
Salem, Oregon 97310

Re: Highway Commission vs. J. L. Cartwright,
et al
Your File L-5158 R-37096

Dear Bob:

Due to your very busy schedule I was unable to reach you by phone. I called relative to the stipulation we entered into in settling the above case, Paragraph 6 of the stipulation providing that the defendants would be given a permit to construct and maintain a ditch near the easterly edge of the old highway opposite Station 300+00 and 320+00 for carrying irrigation water.

The Department has now advised the Cartwrights that due to some changes in plans, etc., the entrance to the rest area is opposite the ditch and the depth makes it a hazard. I talked to Mr. Snell in LaGrande about this and he advises it will be necessary to install about 250 feet of pipe. The pipe would cost about $600.00. Mr. Snell suggested that I contact you about this.

The Cartwrights feel that the State should furnish the pipe, and of course they will install and cover it. I hope you agree. Please advise promptly.

Best regards.

Very truly yours,

David C. Silven

DCS:bb

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NOV 10 1972
ATTORNEY GENERAL

[illegible] 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

7395

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE December 13, 1972

Federal-aid Project
No. I-80N-7(29)327

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7395 Extra Work Order No. 38

Project Bubba Ranch - Weatherby

Highway Old Oregon Trail

County Baker

The order covers removal and reinstallation of temporary barricades and signs. This work became necessary when the contractor was required to remove a slide that occured between stations 101 and 106. To facilitate the movement of traffic the barricades and signs were moved to allow the use of the 4-lanes which had previously been paved. Final removal of the barricades and related materials will be done as a portion of the bid item for "Temporary Protection and Direction of Traffic".

Attached are copies of letter from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 14, 1972.

Your approval as of August 14, 1972 is requested.

Attach.

JK:dgk

[illegible]
DEC 1[illegible] 1972
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7395

DATE December 13, 1972

Federal-aid Project
No. I-80N-7(29)327

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7395 Extra Work Order No. 37

Project Bubbs Ranch - Weatherby

Highway Old Oregon Trail

County Baker

The order covers excavating, hauling and placing riprap along the original river bank on the railroad side of Burnt River between stations 318 and 323.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 7, 1972.

Your approval as of December 7, 1972 is requested.

Attach.

JK:dgk

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DEC 1 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7395

DATE December 13, 1972

Federal-aid Project
No. I-80N-7(29)327

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7395 Extra Work Order No. 36

Project Bubbs Ranch - Weatherby

Highway Old Oregon Trail

County Baker

The order covers construction of an earth berm between the channel change of Burnt River and the railroad buildings at Weatherby.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 30, 1972.

Your approval as of November 30, 1972 is requested.

Attach.

JK:dgk

[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7395

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 6, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(29)327

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7395 Extra Work Order No. 34

Project Dubbs Ranch - Weatherby

Highway Old Oregon Trail

County Baker

This order covers the cost to seed and fertilize waste areas located on BLM land by the use of a helicopter. Due to the large area to be seeded and fertilized (40 acres) this method of application is the most practical.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 20, 1972.

Your approval as of November 20, 1972 is requested.

Attach.

BMW:dqk

RECEIVED
DEC 5 - 1972

FOR FILING

7395

December 5, 1972

To Oregon State Highway Commission

From Tom Edwards
State Highway Engineer

Subject Haul Road Agreements, UPRR
Bubbs Ranch-Weatherby Section, I-80N
Contract No. 7395

On the agenda for your meeting of December 12 will be two agreements with the Union Pacific Railroad Company providing for the construction of two haul road grade crossings of their tracks on the Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway, Baker County.

The two crossings are necessary to provide access to disposal areas for excess material, and have been requested by the contractor for his convenience. Therefore, all obligations and costs generated thereby will be borne by the contractor.

The contractor has executed both agreements and we recommend your approval.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
T. W. Litchfield
A. E. Schwartz
Gary Ross
Gary Sund

TWL:jly dps

RECEIVED
FOR [illegible]

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

7395

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

P. O. BOX 8979
PORTLAND, OREGON 97208

NOVEMBER 13, 1972

File Ref.
D 315 - 2 - 129

Mr. T. W. Litchfield,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Dear Sir:

Additional Work - Bubbs Ranch - Weatherby
and Weatherby - Lime Section
Old Oregon Trail Highway, Baker County
Proj. Nos. I-80N-7(29)327, I-80N-7(30)333
State Contract Nos. 7395 and 7352

Please refer to your letter of November 6, 1972 wherein you report the results of decisions which the State has reached on items of work which the Railroad requested be accomplished on the above-captioned project.

Insofar as Items Nos. 1 and 5 enumerated in your letter, are concerned, I would like to offer the following:

(1) I do not feel that our Company is obligated to bear the expense of raising our communication and signal lines to accommodate the State in obtaining 10% grades as called for in the State's construction plans. You have previously indicated your feeling that the Railroad is partially to blame because our Inspector did not object to the steepness of these roads at the time of construction. I can only point out the fact that the Railroad assigned only one Inspector to these two highway projects comprising approximately eleven miles and the bulk of our Inspector's time was taken up in scheduling and protecting against blasting operations. Any rearrangement of the communication and signal pole lines required to achieve a 10% gradient must be done at the State's expense.

(5) You have asked that the Railroad arrange to shape up our existing access road between Weatherby and the first crossing of the Burnt River south of Weatherby, approximately 3500 ft. in length. On-ground inspection

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NOV 15 1972
UTILITY UNIT

indicates that the talus material was wasted only opposite approximately Highway Stas. 300-304 or approximately 400 ft. If your objection to the State's shaping up the road is based entirely upon our wasting talus material, we will agree to accepting the responsibility of shaping up the 400-ft. area. The State's Contractor should shape up the balance of the 3500 ft.

Aside from the items mentioned in your November 6, 1972 letter, we appear to have a problem with unauthorized median drains on Railroad right of way.

The State has installed approximately 17 highway median drains, 12" or more in diameter, many of which, if not all, are directed toward our track. Some of these median drains discharge in close proximity to the track while others are far enough away or off our right of way that we will not be affected. I am primarily concerned with the median drains which discharge onto our right of way and in close proximity to our track. Discharge from the drains, generally at an elevation above our track, is causing slope erosion at some locations now and it is reasonable to assume that erosion at other points can be expected.

Installation of the median drains constitute an encroachment upon Railroad right of way which should be removed while the State's Contractor is still in the area. You are well aware of the fact that we consistently request the State to divert its drainage away from the railroad or handle it in such a manner as to not adversely affect the railroad. Please arrange to remove these drains immediately.

Will you also verify that our potential for a future track and ditch section has not been jeopardized by raising the highway at any locations within the limits of these two projects.

Your early reply will be appreciated.

Sincerely,

T. P. Rogers

T. P. Rogers,
Superintendent

COPIED TO:

GL GREEN
AE JOHNSON
CT KERSEY
WE SCHWARTZ
LV BLICKENSTAFF
HW GERLACH

RECEIVED
NOV 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

5

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NOV 1[illegible] 1972
FORM [illegible] (REV. [illegible])
FILING

7395

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 8, 1972

SUBJECT: Shumway Complaint
Bubbs Ranch - Weatherby
Old Oregon Trail Highway
Baker County
Contract 7395

To:
Mr. C. T. Keasey
Construction Engineer

S A L E M

535

Copy #7357

NOTED
A. E. JOHNSON

Reference is made to assignment AEJ 535.

Attached herewith is a copy of a letter from Mr. Shumway, Chairman of the Burnt River Soil and Water Conservation District, accepting all of the work that they requested in the Burnt River. We believe this completes this assignment.

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachment

RECEIVED
NOV 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-9-72 Copy to A. E. Johnson:
For your information. This relates back to Feb. 24 letter, map and pictures from Shumway re relocated Burnt River Channel stabilization at three locations. Repair work done under participating EWO's 28 and 29, approximate cost $16,200. You had requested a close-out acknowledgement from Shumway.

John A. Bond
fw

Routing
Keasey
✓ Bond
Walker
Johnson
Pease E
Glenn
Litchfield
Berg

RECEIVED
NOV 9 1972
CONSTRUCTION SECTION

BURNT RIVER
Soil and Water Conservation District

Bridgeport, Oregon
November 3, 1972

Mr. L. V. Blickenstaff, Resident Engineer
Oregon State Highway Department
1050 S. Bridge Street
Baker, Oregon 97814

Dear Mr. Blickenstaff:

We appreciate your arrangements for Jess Cartwright and me to view the completed channel work of the Burnt River. The channel clearance at Nelson Point, and the grade stabilization and riprapping near Weatherby is very satisfactory.

Our Board of Supervisors directed that this letter of acknowledgement be written to you. The District appreciates the effort and attention given by the State Highway Department to resolve construction problems of much concern to farmers and other people of this part of the Burnt River SWCD.

Please make our appreciation known to Engineers Klaboe, Schwartz and Scott.

Sincerely,

BURNT RIVER SWCD

Walter Shumway
Walter Shumway, Chairman

RECEIVED
NOV - 6 1972
L. V. BLICKENSTAFF
RES. ENGINEER

RECEIVED
NOV 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 17, 1972

Routing
RECEIVED
MAY 18 1972
CONSTRUCTION
SECTION

SUBJECT:

To:

C. T. Keasey
Construction Engineer

SALEM

Assignment AEJ-535
Shumway Complaint
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Contract No. 7395

Last Wednesday, May 10, 1972, in company of Resident Engineer Les Blickenstaff and Assistant Resident Engineer Ray Scott, I met with Mr. Walter Shumway, Chairman, Burnt River Soil and Water Conservation District and Mr. Jack Cartwright, member of the District Board and Resident Pain-in-the-neck on the above construction project. The meeting was called in response to Mr. Shumway's letter to the State Soil and Water Conservation Commission which was transmitted to the Highway Division and is the subject of the above assignment.

It was our original thought that they would be asking us to repair two rather large cut slides, one on either side of the relocated channel of the Burnt River, approximately opposite station 215+00. Such was not the case. They apparently feel that these slides have stabilized in their present position and that future deposits of slide material into the Burnt River will be minimal.

The primary concern of the Burnt River Soil and Water Conservation District is a general concern for channel erosion in the Burnt River where we have done any channel changing. They recently went over the project with a representative of the State Soil and Water Conservation Commission and came up with three specific areas of concern. In each area we had changed the channel and in each case there is obvious evidence of channel erosion.

The first area is just downstream from the two large cut slides opposite station 215. The channel flows across a rock ledge at this point with the current being directed against the left bank and causing a hole to develop in the slope.

$
3,000
E.W.O. 28.

The second area is just downstream from the first and begins at the point where the old Burnt River channel joins the channel change. This would be approximately opposite station 220. At this point the left bank has been eroded for a distance of approximately 150 to 200 feet. This erosion has occurred on the property of the above mentioned Mr. Cartwright.

4150
E.W.O. 28.

The third area is near the Weatherby Interchange where the right side of the channel has eroded between stations 297 and 317. This is a rather long section but the bank is only four to five feet high.

E.W.O. 29
$4500

In keeping with the current environmental protection regulations, I feel that we definitely have an obligation here. I have directed Mr. Blickenstaff to prepare extra work orders to accomplish this work and have advised Mr. Shumway that we will do the work. I further advised him that when the work was completed we would contact him again so that he can review the work with us if he so desires.

W. E. Schwartz
Regional Engineer

WES:sh

cc L. V. Blickenstaff

BURNT RIVER
Soil and Water Conservation District
BAKER, OREGON 97814

RECEIVED
FEB 25 1972
STATE [illegible]

Routing
Keasey
Bond
Walker
Johnson
Litchfield
Berg
RECEIVED
APR 20 1972
CONSTRUCTION SECTION

February 24, 1972

State Soil and Water Conservation Commission
Bud F. A. Svalberg, Director
217 Agriculture Building
Salem, Oregon 97310

Subject: Burnt River channel erosion resulting from freeway construction

Gentlemen:

Enclosed are pictures and maps relating to stream channel and bank erosion on Burnt River. This has been created by a channel change made during the fall and winter of 1970 for the construction of the Interstate Freeway I-80N.

The problem has been of concern to the Burnt River SWCD Board since last summer. Our concern has been recorded in the minutes of Board meetings.

We have been unable to get anything from the State Highway Resident Engineer about plan designs to stabilize the constructed channel and downstream bank erosion.

Our Board decided to ask the State Soil and Water Conservation Commission to consult with the Highway Department or State Land Board on what specific actions are being taken to solve this problem.

We felt that pictures were essential for our written presentation to the Commission. Obtaining pictures to properly illustrate the channel failures has delayed this communication to you.

The Freeway construction in the vicinity of the channel change is moving into final stages. We ask the Commission to take this matter to the State Highway at an early date. The construction contract ought to correct the channelization faults before the contractor completes this part of the Freeway project.

Sincerely yours,

Walter Shumway

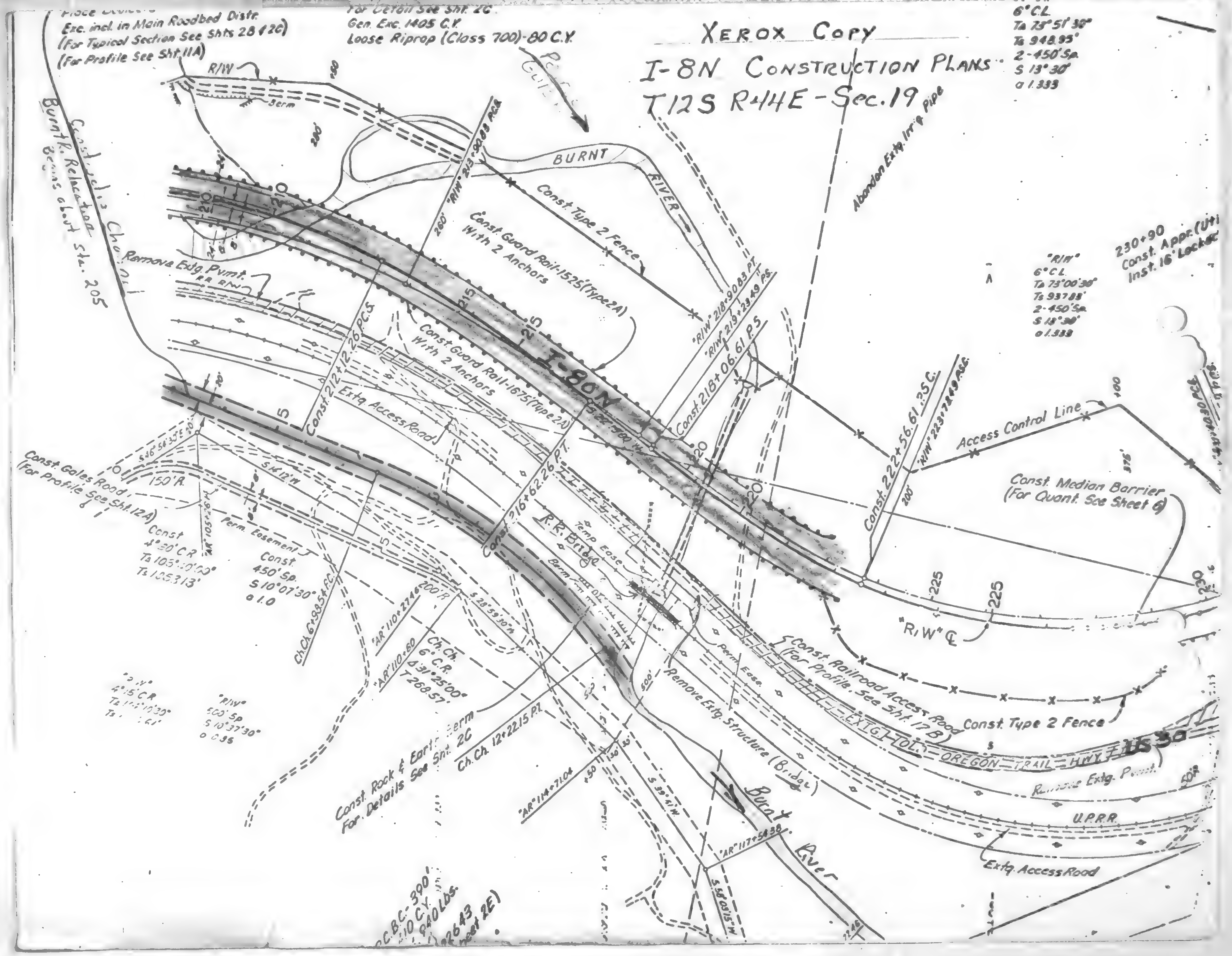
Walter Shumway, Chairman
Bridgeport, Oregon 97819

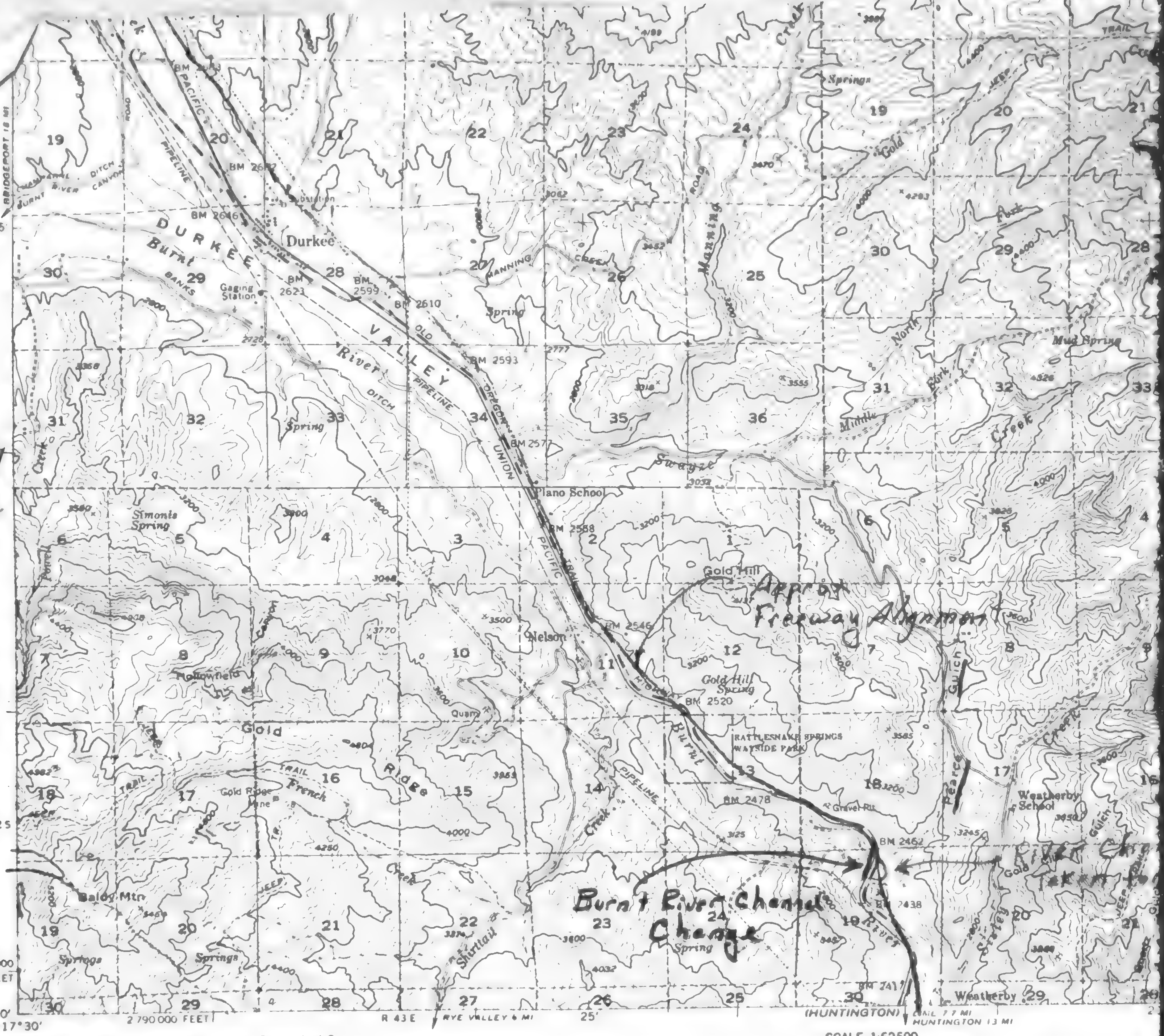
cc:
F. C. Piper, SCS Work Unit
Baker, Oregon

[illegible]

XEROX COPY

I-8N CONSTRUCTION PLANS
T12S R44E-Sec.19





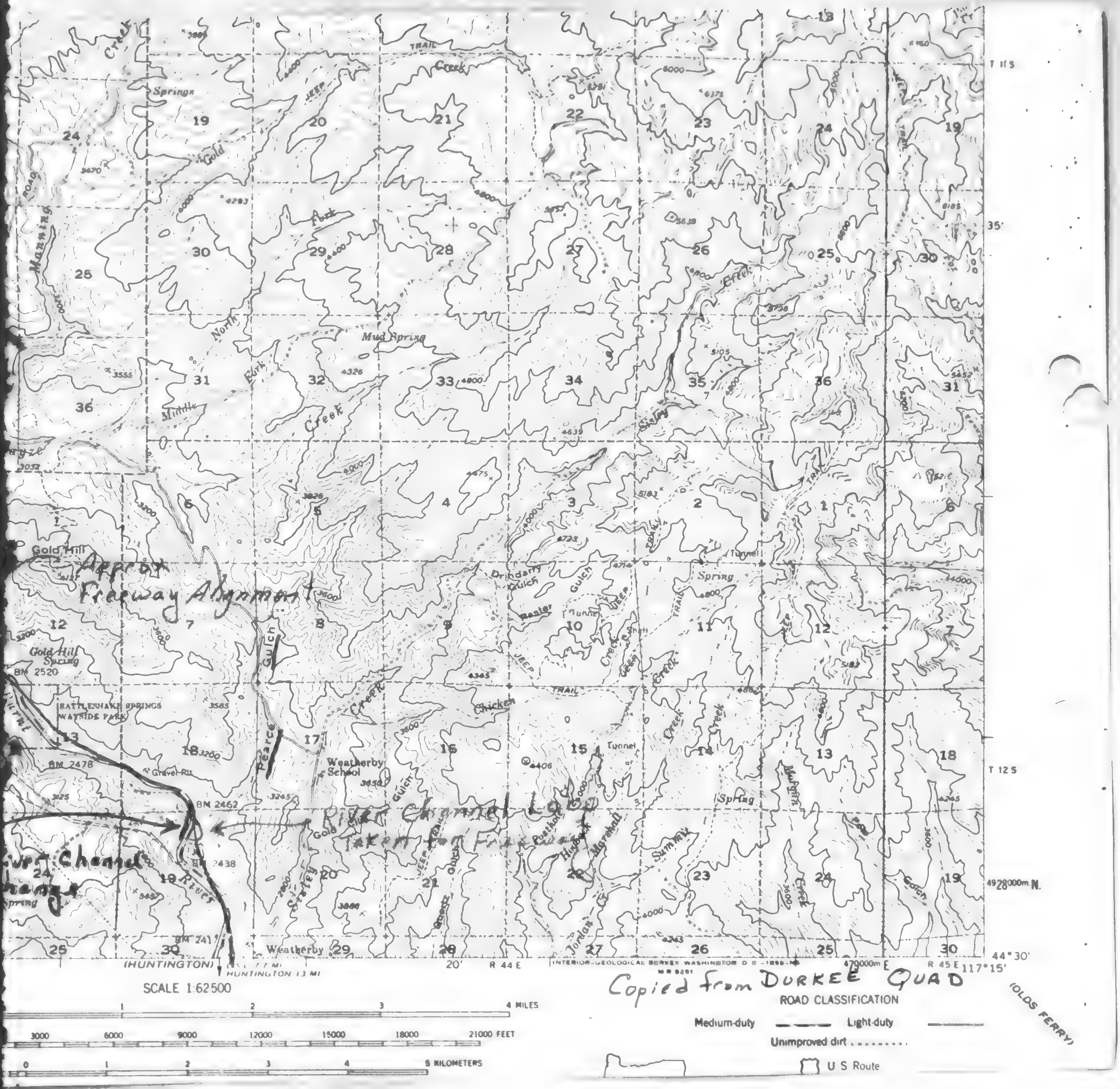
Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by multiplex methods
Aerial photographs taken 1953. Field check 1957

Polyconic projection. 1927 North American datum
10,000-foot grid based on Oregon coordinate system, north zone

SCALE 1:62500



Copied from DURKEE QUAD

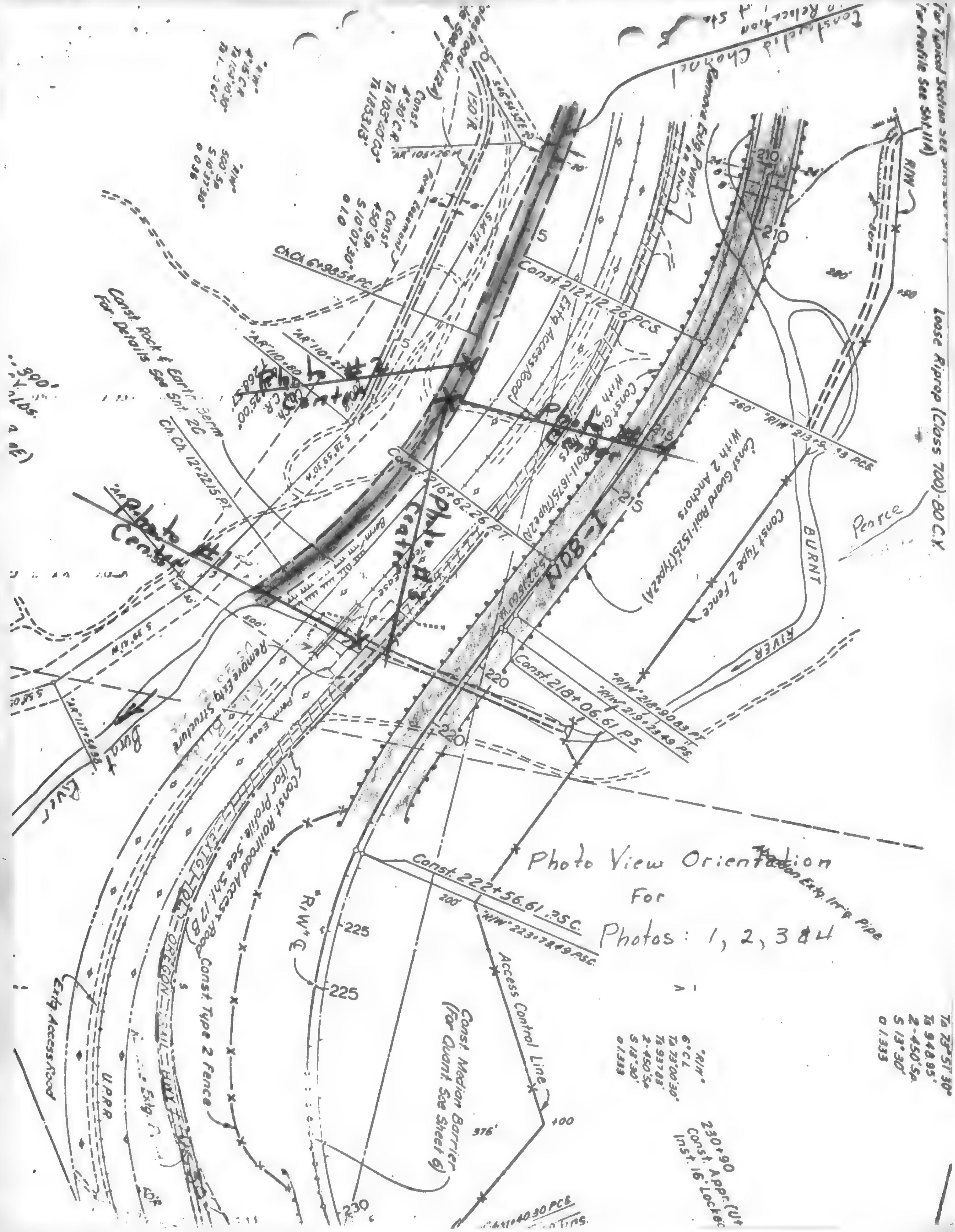


Photo View Orientation
For
Photos: 1, 2, 3 & 4

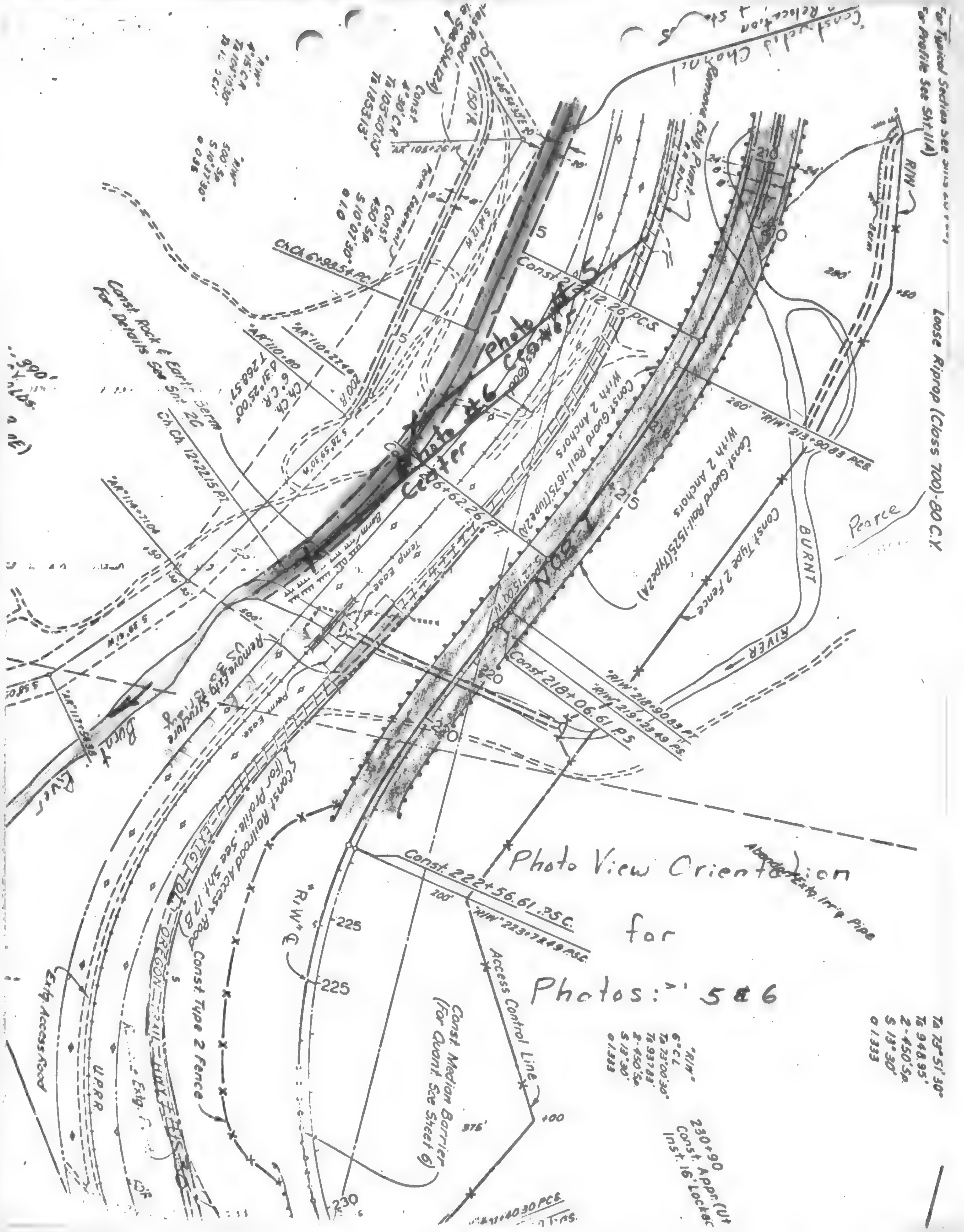


Photo #5
Photo #6
Center
Crowder
Burnt River
BURNT RIVER
Pearce
Loose Riprap (Class 700)-80 C.Y.
Const Type 2 Fence
Const Guard Rail-152.5'(Type 2A) With 2 Anchors
Const Guard Rail-167.5'(Type 2A) With 2 Anchors
Const 212+12.26 P.C.S.
Const 216+62.26 P.T.
Const 218+06.61 P.S.
Const. 222+56.61 P.S.C.
R/W 213+90.83 P.C.S.
R/W 218+90.83 P.T.
R/W 219+23.49 P.S.
R/W 223+78.49 P.S.C.
Access Control Line
Const. Median Barrier (for Quant. See Sheet 6)
Const Railroad Access Road (for Profile See Sht 12 B)
Const Type 2 Fence
U.P.R.R.
Exist. Access Road
OREGON-HWY
Abandon Exist. Irrig. Pipe
Const Rock & Earth Berm for Details See Sht. 2C
Remove Exist. Structure
Const. Solid Channel Relocation
R/W
225
230
230+90 Const. Appr. (Ut) Inst. 16' Lock

Photo View Orientation for Photos: 5 & 6

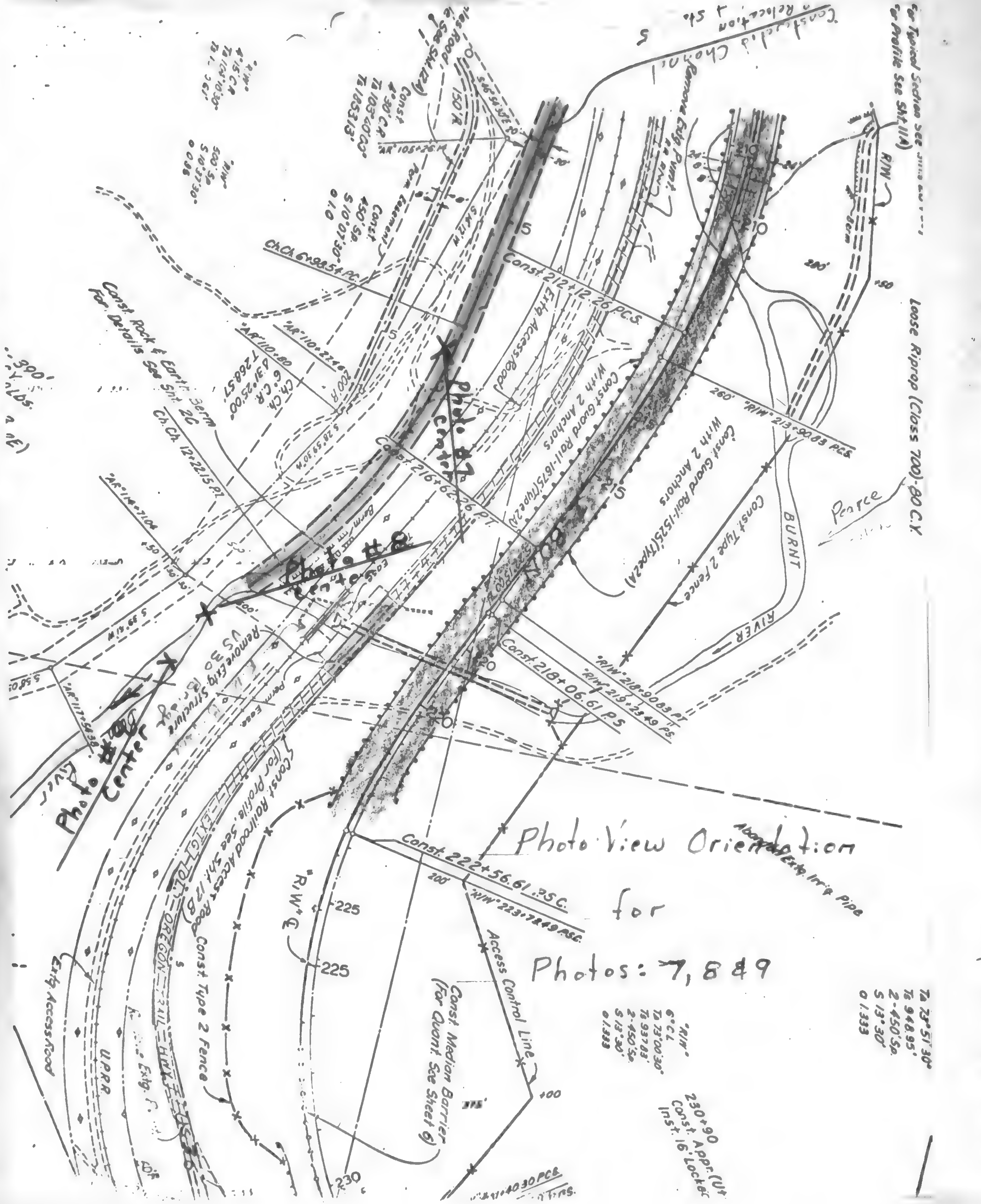


Photo View Orientation for Photos: 7, 8 & 9

Photo #1

Photo #2

DATE: 12/1/71 NO. 0-3218-1
SUBJECT : Stream Channels - Erosion
PHOTOGRAPHER : Frank C. Piper
LOCATION : Burnt River, South of Durkee about 7 mi. at Pearce Gulch
SCD OR WATERSHED : Burnt River SWCD
PEOPLE :

THIS PICTURE SHOWS: View across Burnt river to East. I-80N freeway construction across a loop of river, which was bridged by UPRR and US30. Freeway fill directly behind the former river bridges. The culvert is for Pearce Gulch drainage into Burnt River. The new river channel is immediately upstream, to the right of this view. Companion Pictures: 0-3218-2, 10 through 16.

DATE: 12/1/72 NO. 0-3218-2
SUBJECT : Stream channels - Erosion
PHOTOGRAPHER : Frank C. Piper
LOCATION : Burnt River so. of Durkee about 7 mi. at Pearce Gulch
SCD OR WATERSHED : Burnt River SWCD
PEOPLE

THIS PICTURE SHOWS: View across Burnt River to East. This is a channel relocation in the construction I-80N freeway to eliminate a loop of the river. The channel is downgrading and banks are sliding and caving into the stream. The new fill of the freeway is visible behind the utility poles.

Companion pictures: 0-3218-1, 10 through 16

Photo #3

Photo #

DATE: 1/3/72 NO. 0-3218-10
SUBJECT Stream channels - Erosion
PHOTOGRAPHER Frank C. Piper
LOCATION Burnt River so. of Durkee about 7 mi., at Pearce Gulch
SCD OR WATERSHED Burnt River SWCD
PEOPLE

THIS PICTURE SHOWS: View of relocated channel of Burnt River to eliminate a loop of the river for Interstate Freeway, I-80N, fill in the old channel. Taken from US30 highway bridge, looking across UPRR and upstream into the constructed channel. [illegible]

Companion pictures: 0-3218 - 1, [illegible]

DATE 1/3/72 NO. 0-3218-11
SUBJECT : Stream channels - Erosion
PHOTOGRAPHER : Frank C. Piper
LOCATION : Burnt River so. of Durkee about 7 mi., at Pearce Gulch
SCD OR WATERSHED : Burnt River SWCD
PEOPLE Jess Cartwright

THIS PICTURE SHOWS: A constructed reach of Burnt River channel for freeway (I-80N) fill in vacated channel of the river. View of west bank of new channel cut showing soil slippage and caving.

Companion pictures: 0-3218-1, 2, 10, and 13 through 16.

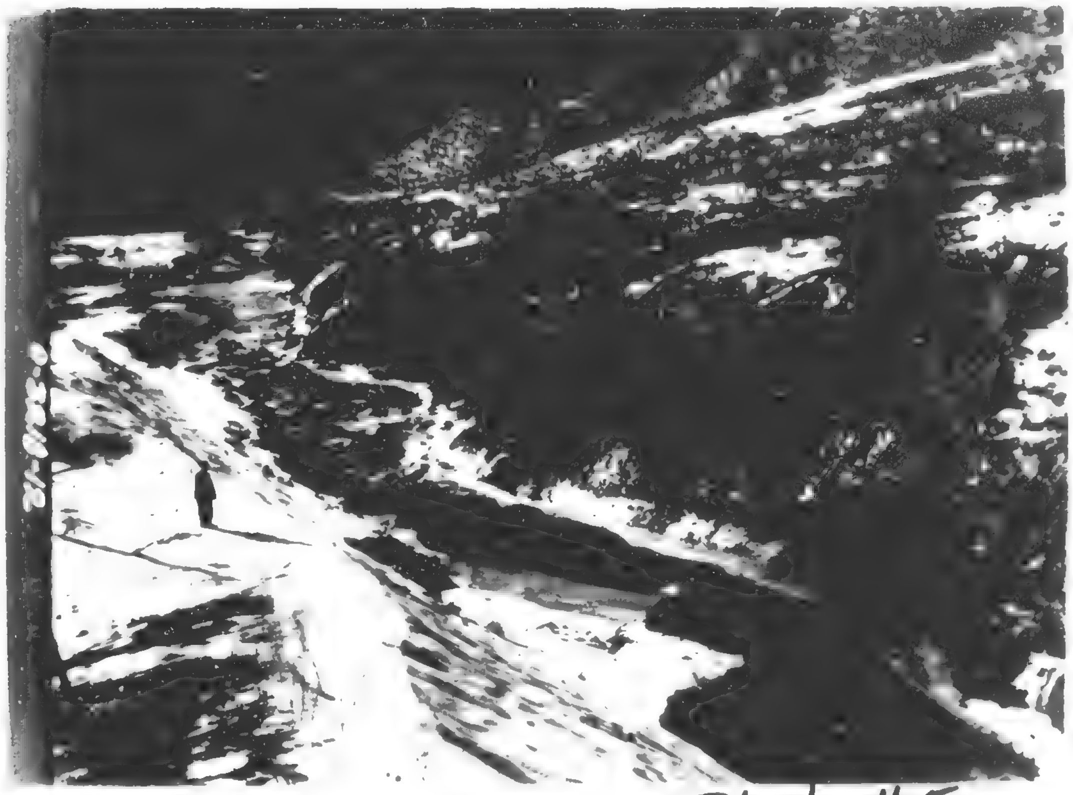


Photo #5

Photo #6

DATE 1/3/72 NO. 0-3218-12

SUBJECT :Stream bank - Erosion
PHOTOGRAPHER :Frank C. Piper
LOCATION :Burnt River so. of Durkee about
7 mi., at Pearce Gulch
SCD OR WATERSHED :Burnt River SWCD
PEOPLE :Jess Cartwright

PICTURE SHOWS:A constructed reach of Burnt River channel for freeway (I-80N) fill in vacated channel of the river. View of soil slippage and caving from west bank of new channel.

Companion pictures: 0-3218-1, 2, 10, 11, and 13 through 16.

DATE 1/3/72 NO. 0-3218-13

SUBJECT Stream channels - Erosion
PHOTOGRAPHER Frank C. Piper
LOCATION Burnt River so. of Durkee about
7 mi., at Pearce Gulch
SCD OR WATERSHED Burnt River SWCD
PEOPLE

PICTURE SHOWS A constructed reach of Burnt R. channel for freeway (I-80N) fill in vacated channel of river. Looking downstream at a rapid developing with downgrading of stream bottom.

Companion pictures:0-3218-1, 2, 10, 11, 12 and 14 through 16.

Photo #7

Photo #8

Photo #9

RECEIVED
NOV 9 - [illegible]2

FOR FILING

7395

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 8, 1972

TO G. L. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(29)327

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. M. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7395, Extra Work Order No. 32

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

The Order covers construction of a special concrete box to accommodate installation of an 8-inch culvert to carry drainage along the railroad right of Station 132+60. This will allow construction of flatter fill slopes and will eliminate construction of 700 feet of guardrail. This change will provide a much safer installation.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 19, 1972.

Your approval as of October 19, 1972 is requested.

JK:bb

Attach.

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 6, 1972

Union Pacific Railroad Company
P.O. Box 6979
Portland, OR 97208

NOTED
A. E. JOHNSON

ATTENTION: Mr. T. P. Rogers

RE: Additional Work
Bubbs Ranch-Weatherby and
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County
Project Nos. I-80N-7(29)327
I-80N-7(30)333
Contract Nos. 7395 and 7352
Your File D 315-2-129

Gentlemen:

As a result of several field meetings among our representatives and numerous telephone discussions, we have reviewed the various requests for additional work you have made throughout these two projects and have the following to offer:

1. The State will reduce the grades of the two access roads at the Rye Valley overcrossing to 10%, as provided on the construction plans and will provide an all-weather surface at State expense. It is understood that you will adjust your signal and communication lines to accommodate the revision of these two roads at railroad expense. Please have your people contact our Mr. Blickenstaff before making any pole line adjustments so that a mutually acceptable solution is devised.

2. The State will agree to place rip-rap along the easterly bank of Burnt River on the railroad fill south of Weatherby, approximately opposite Highway Station 320.

3. The State will also agree to construct the berm between your buildings and the channel change at Weatherby, approximately opposite Highway Stations 293-299.

RECEIVED
NOV 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. In as much as we have changed the location of the Chicken Creek channel, we will agree to place rip-rap on the easterly bank of Burnt River opposite the mouth of Chicken Creek, approximately opposite Highway Station 275.

5. With regard to railroad access road between Weatherby and the crossing of Burnt River south of Weatherby, approximately opposite Highway Stations 300-335, the State will agree to place an all-weather surface on this road at State expense after your forces shape the subgrade, since your maintenance forces have dumped talus material from a nearby slide to create the existing unsuitable condition. Since our contractor is intending to complete his work about the middle of December, 1972, we request that your forces perform their work in this area as soon as possible so that our contractor may complete his work on schedule.

Very truly yours,

T. W. Litchfield
Utility and Railroad Engineer

s/by

Phil G. Preston
Special Projects Engineer

TWL:jly

bc: G. L. Green
A. E. Johnson
C. T. Keasey
W. E. Schwartz
L. V. Blickenstaff
H. W. Gerlach

RECEIVED
OCT 19 1972
FOR FILING
FORM 6-30 (REV. 10-60)

7395

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

NOTED
A. E. JOHNSON

FROM: C. T. Keasey By KB
C. T. Keasey
Construction Engineer

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw
Attach.
cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-90 (REV. 10-69)

Routing
K Keasey
Pease E
Glenn
Walker
Litchfield
Johnson
Berg LB

RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

JOHN C. JENKINS
Engineer of Materials & Research

By J Wilson
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

SP*92479-794

5

FORM [illegible] (REV. [illegible])

7395

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1972

NOTED
A. E. JOHNSON

SUBJECT: Additional Work Requested by UPRR
Bubbs Ranch-Weatherby and Weatherby
Lime Sections
Old Oregon Trail Highway

To: Mr. C. T. Keasey
Construction Engineer
BUILDING

This is in reply to your letter dated September 26, 1972, with which you sent the copy of Mr. Blickenstaff's letter to Mr. Schwartz, dated September 22, 1972, detailing additional work which has been requested by the Union Pacific Railroad Company throughout the Burnt River Canyon.

With regard to the items in Mr. Blickenstaff's letter, I will discuss them in numerical order as they appear in his letter.

1. The change in the grade of the access roads at the Rye Valley overcrossing is clearly a State obligation, Sheet 10-C of the construction plans, which were approved by the railroad on April 8, 1970, indicates that a 10% grade will be constructed on the access road at this location. I have been advised that the grades of both these roads are considerably steeper than 10% - in fact about 15 to 20%. The pole line adjustment which is required by the change in grade of the access road appears to be also a State obligation, since it was the State's error which caused the road to be constructed at the improper grade in the first place.

2. The request of the railroad to riprap the easterly bank of the railroad fill below the Weatherby channel change may not be the responsibility of the State. If we could produce pictures showing the condition before the construction, we may be able to refute the railroad's demand on this point. We would be obligated only if the condition after construction is worse than that before construction.

3. The berm the railroad is requesting is nothing new. They requested this initially in their letter to me dated September 21, 1971, and as a result I requested the field to take cross sections through this area. It is apparent from these cross sections that the river could rise to an elevation high enough to flood the railroad's buildings in this area. The railroad alleges that during the high runoff during the Spring of 1971, water reached the very top of the existing channel bank. Since this was not considered to be a maximum runoff, the railroad has demonstrated considerable concern about this condition. We must realize that the railroad's position in this area is poorer than it was before we constructed the highway. You will remember that the entire area now occupied by the Weatherby Interchange and Weatherby Rest Area was an area the Burnt River could flood into without any damage to the railroad. We have eliminated this flood plan and concentrated the river in this channel change, so I feel the railroad has legitimate cause to be concerned. The answer to their question seems to lie in what was the actual runoff volume that occurred since the channel change was constructed which reached the top of the bank in question. But if this was less than our maximum design flow, I feel we should take a second look before we deny any responsibility on this point.

Keasy will arrange inspection by {Salem Pers.
Region
Res Engrs.
Feds.

SP*32473-784

4. The request of the Railroad to place riprap on the westerly bank of the river in front of the Chicken Creek box culvert could be a legitimate request. If you will refer to Sheet 14 of the construction plans of the Bubbs Ranch-Weatherby Section, you will note that Chicken Creek in its original position flowed westerly through two box culverts and then southerly to empty into Burnt River easterly of the old bridge which paralleled the G2 Line. The railroad was not affected in any manner with the flow of Chicken Creek in its original position. We have realigned Chicken Creek to follow a much shorter route easterly of the highway, through the channel change and box culvert, and then dumping into Burnt River approximately 1000 feet northerly of its original mouth. I would assume the velocity of flow down the Chicken Creek channel in its new location will be considerably greater than that in its original position. This could possibly cause erosion on the far side of the stream, although as Mr. Blickenstaff points out, the timing of the runoff would likely be when Burnt River is high and the erosion could be arrested by the flow in Burnt River through this area. I suggest we take a hard look at this new situation and possibly run a hydraulic analysis before we deny responsibility on this point.

5. With regard to the railroad access road from Weatherby south to the bridge, I should like to point out that Section 12 (a) and Exhibit "A" of the Railroad-State agreement which was signed by the Highway Commission at their meeting of February 22, 1972, but has not been returned from the railroad yet, provided: "In lieu of the existing access between the freeway and the railroad's right of way, second party, ... shall provide a continuous motor vehicle and equipment access roadway for the railroad's use ... by upgrading and connecting segments of the existing access roads (shown tinted red on Exhibit "A" and Exhibit "A-1") with a new access road ...". Inspection of Exhibit "A" will show this is part of the existing access road which is to be "upgraded", and this means to make passable in all weather. It was my recollection that this portion of their existing access road was in such shape that a little rock on the surface would make it passable in all weather.

Before proceeding with any of the work requested, it may be desirable to make a field inspection by representatives of the Salem, LaGrande and Baker offices with representatives of the railroad. All items except #1 should be eligible for Federal-aid if proven to be legitimate.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson
W. E. Schwartz

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

5

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7395

NOTED
A. E. JOHNSON

September 29, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. T. P. Rogers

Re: Track Repair
Oregon-Portland Cement Company
Quarry Spur
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
Your File: D 315 - 2 - 129

Gentlemen:

In your letter dated May 12, 1972, you advised the State that the spur track serving the quarry owned by the Oregon-Portland Cement Company at Nelson had been knocked out of line and surface by the hauling operations of our contractor, Hughes and Ladd, while depositing excess material from highway cuts. You also advised that it was necessary to rehabilitate this spur track on the weekend.

Since that time, you have submitted your bill, No. 371809 in the amount of $2,772.02, covering the overtime costs of work by your forces to rehabilitate this track on the weekends of May 13 and May 20, 1972.

Our field personnel had observed the condition of these tracks for a considerable length of time before the waste area was selected and the haul road crossing of the tracks had been built. It has been noted for a considerable time, that the horizontal and vertical alignment of the rails was extremely bad. In our opinion, the bad alignment and grade which was corrected by your forces on two weekends was not caused by our contractor's hauling operation but existed prior to any work in this area by our contractor.

Therefore, we do not feel it to be the obligation of the State to reimburse the Railroad for the expense of realigning and surfacing the track through this area.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson
V. E. Skoog
C. T. Keasey
W. E. Schwartz
L. V. Blickenstaff
H. W. Gerlach

RECEIVED
OCT 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

5

RECEIVED
[illegible] - 1972

FORM [illegible] FOR FILING

7395

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 26, 1972

SUBJECT: Additional Work Requested by UPRR
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway

To: D. H. Moehring
Right of Way Engineer
ATTN: T. W. Litchfield

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a report from Region V and from Resident Engineer Blickenstaff regarding some additional work requested by the Union Pacific Railroad on the two subject sections.

Would you please review these requests and determine whether or not we are obligated to do the requested work under our project agreements with the U.P.R.R.

Some of this does appear to be, as stated by Bud Shirley, "gold plating and silver lining."

CTK:fw
Enc.
cc: A. E. Johnson
W. E. Schwartz

RECEIVED
SEP 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM B-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 25, 1972

Routing
Keasey
Bond
Walker
Johnson
Pease E
Glenn
Litchfield
Berg

RECEIVED
SEP 26 1972
CONSTRUCTION
SECTION

SUBJECT: Bubbs Ranch - Weatherby
Weatherby - Lime
Old Oregon Trail Highway
Baker County

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

Attached herewith is a report of some work that has been requested by the Union Pacific Railroad on the Bubbs Ranch - Weatherby and Weatherby - Lime sections.

We wish your decision as to whether this is the obligation of the Highway Division to do this "gold plating and silver lining" for the railroad.

The Resident Engineer has attached to his report sketches of the work in its location along with the cost estimates to do the work. Would you please review and advise whether this work is an obligation of the Highway Division. If so, we believe that we can probably arrange to have the work done by the Contractor on the Bubbs Ranch - Weatherby section.

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley Jr

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachments
cc: T. W. Litchfield

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Regional Engineer
La Grande

DATE: Sept. 22, 1972

FROM:

SUBJECT: Work requested by UPRR
Bubbs Ranch-Weatherby &
Weatherby-Lime Sections
Old Oregon Trail Highway

Herewith cost estimates and other data on the following work requested by the UPRR:

1. Change the RR access roads at the Rye Valley overcrossing to flatter slopes. I estimated this would be done under a separate contract. It would be borrow and fill with the borrow coming from the area above the southerly access road. Both borrow and fills are inside what is shown on the plans as the R/W lines. There are two RR utility poles to raise and I have shown this to be done at railroad expense. Total cost is $13,725.00

2. Riprap easterly bank of railroad fill below our channel change south of Weatherby. Total cost $2,900.00

3. Build a berm between the railroad buildings and the channel change at Weatherby. Total cost $2,667.60

4. Place riprap on the westerly bank of the river in front of the Chicken Cr. box culvert. Total Cost $1,200.00.

5. Shape and rock the RR access road from Weatherby south to the crossing of Burnt River. Total cost $3,155.00

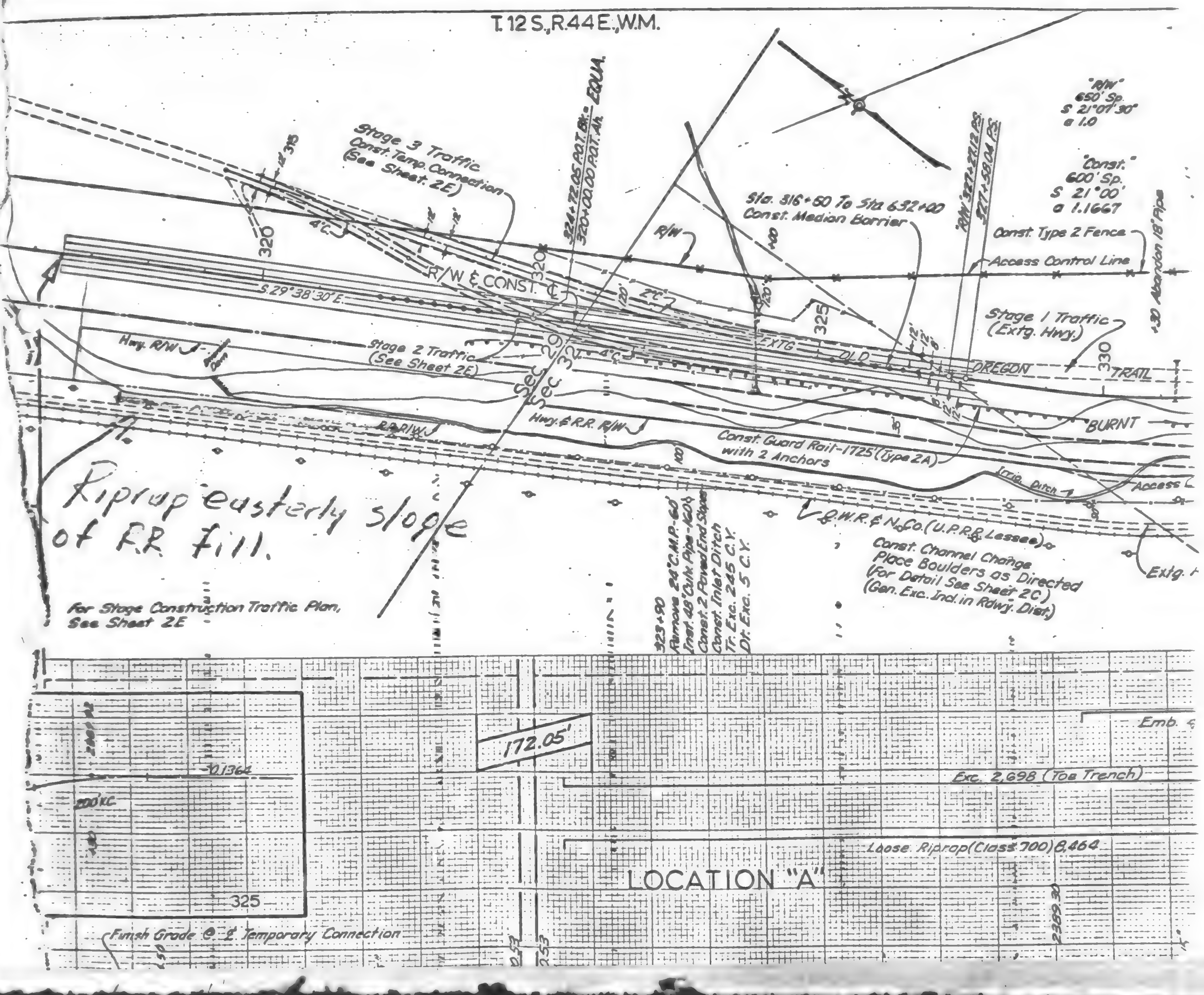
It cost us $2.28 per Cy. to place the riprap on EWO #29 and due to the extra difficulty in placing the material on items 2, 3, 4, due to the confined areas I have used a price of $2.50 per Cy.

In order to place the riprap on the westerly river bank in front of the Chicken Cr. box culvert it would be necessary to first excavate a hole for the riprap to keep from constricting the river channel which is narrow at this point. It would seem to me that barring a local waterspout, anytime the water was high in Chicken Creek, the water would also be high in Burnt River and the flow from the creek would not likely erode the river bank. I would recommend that Item #4 not be done.

I am assuming there will be enough crushed rock of one size or another left on our job to do all the rocking called for above. The riprap and berm material would have to come from one of our waste areas in legal trucks.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

81-125-3016



Riprap easterly slope of R.R. fill.

#5

Equa
sta 300 = 324+72 = 320+00 - sta 335 = 3972 lf.

8 hrs	D7 Dozer	@ 22.35	$178.80
16 hrs	Blade	@ 17.20	275.20
			454.00

$454.00 + 15% = $522.10 - Epuipment

Dozer o.o.	8 hrs	× $6.82 + 15% + 20% =	75.29
Blade op.	16 "	× 6.96 + 15% + 20% =	153.67
			$228.96

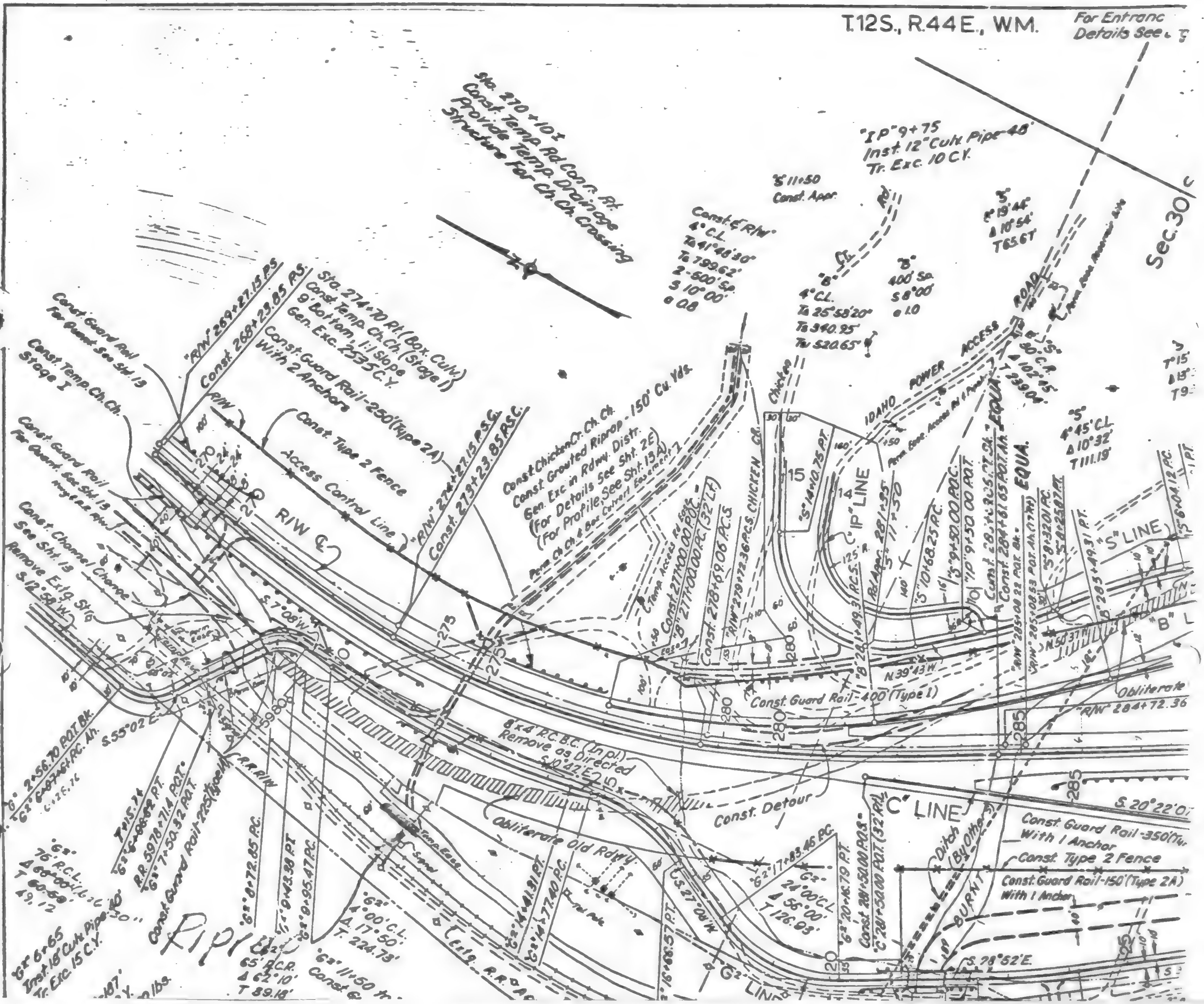
228.96
522.10
$751.06 - Prepare Grade

Foreman & Pickup 24 hrs @ $13.75 = $330.00

12' × 0.25' × 3972' = 11,916 / 27 = 440 cy

440 × 1.89 = 830 tons × 2.50 = $2075.00

2,075.00
750.00
330.00
$3155.00 - Shape & Prep RR Area [illegible]

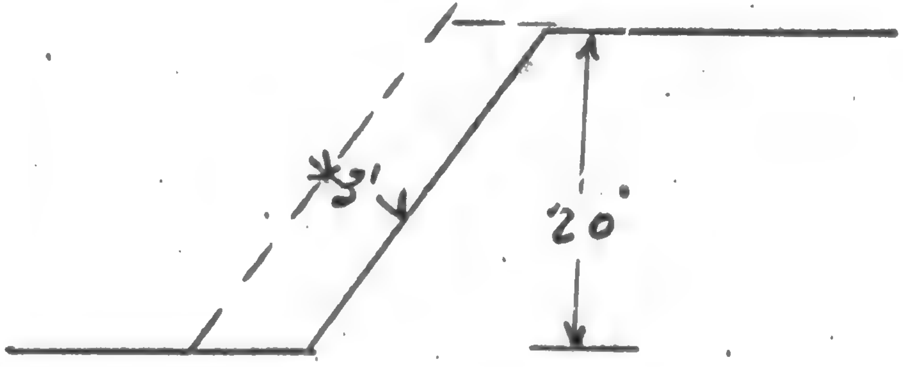

T.12S., R.44E., W.M.
For Entranc
Details See
Sec. 30
"I.P." 9+75
Inst. 12" Culv. Pipe-48'
Tr. Exc. 10 C.Y.
Sta. 270+10±
Const. Temp. Rd. Conn. Rt.
Provide Temp. Drainage
Structure For Ch. Ch. Crossing
"B" 11+50
Const. Appr.
Const. E R/W
4° C.L.
Δ 41°48'30"
T 799.62'
2-500' Sp.
S 10°00'
e 0.8
"B"
4° C.L.
Δ 25°58'20"
Ts 340.95'
Tn 520.65'
"B"
400' Sp.
S 8°00'
e 1.0
"S"
Δ 10°54'
T 65.67
"S"
4°45' C.L.
Δ 10°32'
T 111.19'
90' C.R.
Δ 102°15'
T 239.04'
IDAHO POWER ACCESS ROAD
EQUA.
Sta. 274+70 Rt. (Box Culv.)
Const. Temp. Ch. Ch. (Stage I)
9' Bottom, 1:1 Slope
Gen. Exc. 2535 C.Y.
Const. Guard Rail-250' (Type 2A)
With 2 Anchors
"R/W" 269+27.15 P.S.
Const. 268+23.85 P.S.
Const. Guard Rail
For Quant. See Sht. 13
Const. Temp. Ch. Ch.
Stage I
Const. Guard Rail
For Quant. See Sht. 13
Const. Channel Change
See Sht. 13
Remove Extg. Stig.
S. 12°58' W.
Const. Type 2 Fence
Access Control Line
R/W ℄
"R/W" 274+27.15 P.S.C.
Const. 273+23.85 P.S.C.
Const. Chicken Cr. Ch. Ch.
Const. Grouted Riprap - 150 Cu. Yds.
Gen. Exc. in Rdwy. Distr.
(For Details See Sht. 2E)
(For Profile See Sht. 13A)
Perm. Ch. Ch. & Box Culvert Easement
Temp. Access Rd. Esmt.
Const. 277+00.00 P.O.C.
"B" 277+00.00 P.C. (32 Lt.)
Const. 278+69.06 P.C.S.
"R/W" 279+72.36 P.C.S. CHICKEN CR.
Chicken
"B" 281+49.31 P.C.S.
"S" 14+10.75 P.T.
"IP" LINE
Rd. Appr. 281+35
"S" 11+50
"S" 10+68.25 P.C.
"S" 9+50.00 P.O.C.
"IP" 9+50.00 P.O.T.
Const. 284+81.65 P.O.T. Ah.
"S" 8+32.01 P.C.
"S" 6+04.12 P.C.
"B" 283+49.31 P.T.
"R/W" 285+08.53 P.O.T. Ah.
"S" LINE
"B" L
N. 50°37' W.
N. 39°43' W.
Const. Guard Rail-400' (Type 1)
Obliterate
"R/W" 284+72.36
S. 7°08' W.
275
280
285
8'x4' R.C.B.C. (In pl.)
Remove as Directed
Const. Detour
"C" LINE
S. 20°22'
Const. Guard Rail-350'
With 1 Anchor
Const. Type 2 Fence
Const. Guard Rail-150' (Type 2A)
With 1 Anchor
Ditch (By Others)
BURNT
S. 28°52' E.
Obliterate Old Rdwy.
"G2" 17+83.46 P.C.
"G2"
24°00' C.L.
Δ 56°00'
T 126.93'
"G2" 20+16.79 P.T.
Const. 281+50.00 P.O.S.
"C" 281+50.00 P.O.T. (32 Rt.)
S. 27°00' W.
"G2" 14+41.91 P.T.
"G2" 14+77.40 P.C.
"G2" LINE
Extg. R.R.
"G2"
4°00' C.L.
Δ 17°50'
T 224.73'
"G2" 11+50
Const.
"G2" 8+72.85 P.C.
"G2" 9+43.38 P.T.
"G2" 9+95.47 P.C.
R.R. R/W
Const. Guard Rail-225' (Type 2A)
"G2" 7+50.32 P.O.T.
R.R. 5978+71.4 P.O.T.
"G2" 6+68.62 P.T.
T 415.36
"G2"
75' R.C.L.
T 60.68
49.12
"G2" 6+65
Inst. 18" Culv. Pipe-30'
Tr. Exc. 15 C.Y.
Riprap
65' R.C.R.
Δ 62°10'
T 89.18'
S. 55°02' E.
EQUA. "G" 2+56.70 P.O.T. Bk.
"G2" 6+87.61 P.C. Ah.
5980
Temp. Esmt.
Signal
L.L.H. 2-11-70

#H

Excavate for Riprap

22B Dragline 8hrs x 19.85 = 158.80
Trucks 16hrs x 11.75 = 188.00
346.80 + 15% = 398.82

Dragline op. 8 hrs x 7.15 = 57.20
Truck Drivers 16 " x 6.33 = 101.28
Oiler 8 " x 6.35 = 50.80
209.28 + 15% + 20% = 288.80
#687.62

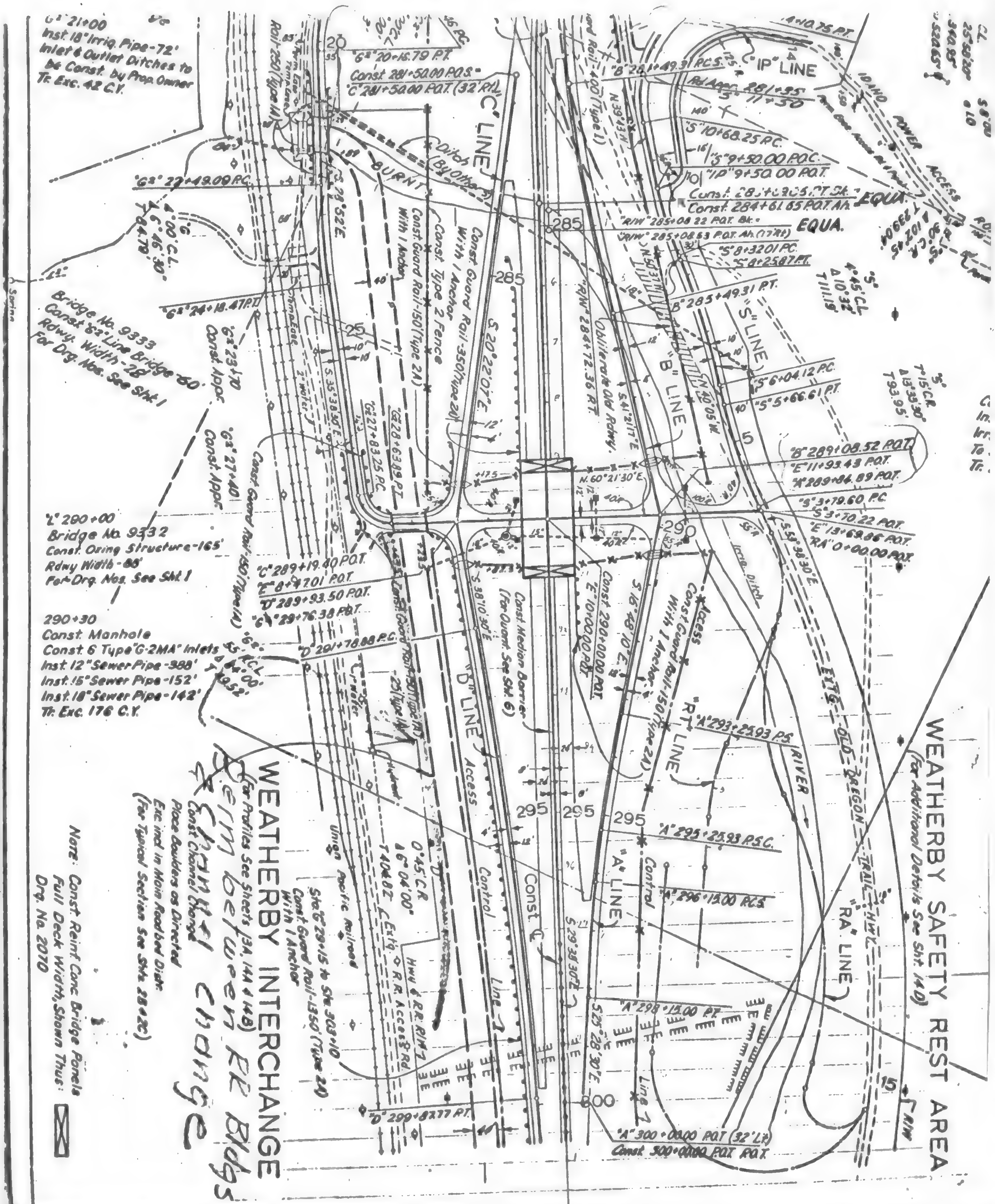


$26' \times 3' \times 50' = \frac{3900}{27} = 150\text{ cy} \times 2.50 = 375.00$

Foreman & Pickup 10hrs = # 137.63

687.62
375.00
137.63
#1200.00

Place riprap opposite Chicken Cr. Box Culv.



WEATHERBY INTERCHANGE
(For Profiles See Sheets 13A, 14A & 14B)

Rem between RR Bldgs & channel change

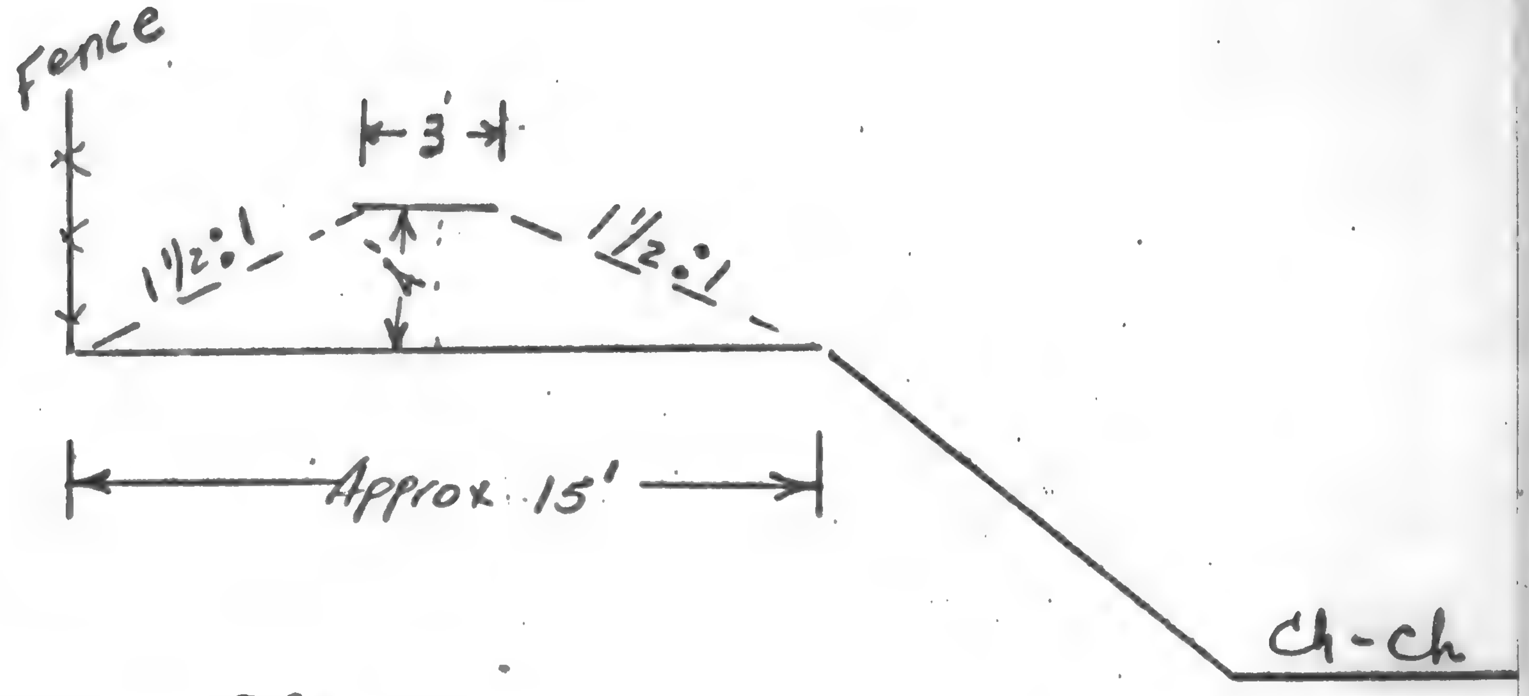
Const Channel Change
Place Boulders as Directed
Exc incl in Main Roadbed Dist.
(For Typical Section See Shts 2B & 2C)

Note: Const. Reinf. Conc. Bridge Panels Full Deck Width, Shown Thus: ⊠

Drg. No. 2070

WEATHERBY SAFETY REST AREA
(For Additional Details See Sht. 14D)

2



Sta 290+50 — 298+50

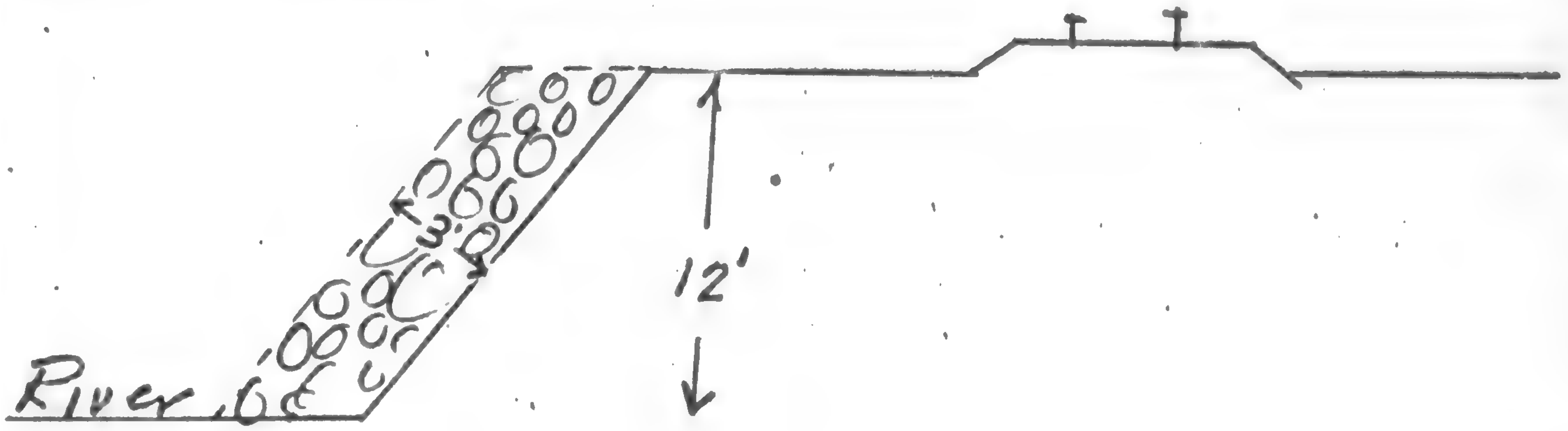
9 × 4 × 800 = $\frac{28,800}{27}$ = 1067 cy

1067 × $2.50 = $ 2667.50

Place berm between R.R. buildings & Channel Change at Weatherby.

Foreman & [illegible] 16 hrs × 13.75 = 220.00

2667.50
220.00
$ 2887.50 - Total



Sta 318 - 323

$19' \times 3' \times 500' = \frac{28,500}{27} = 1056$ cy

1056 + 10% loss = 1160 cy

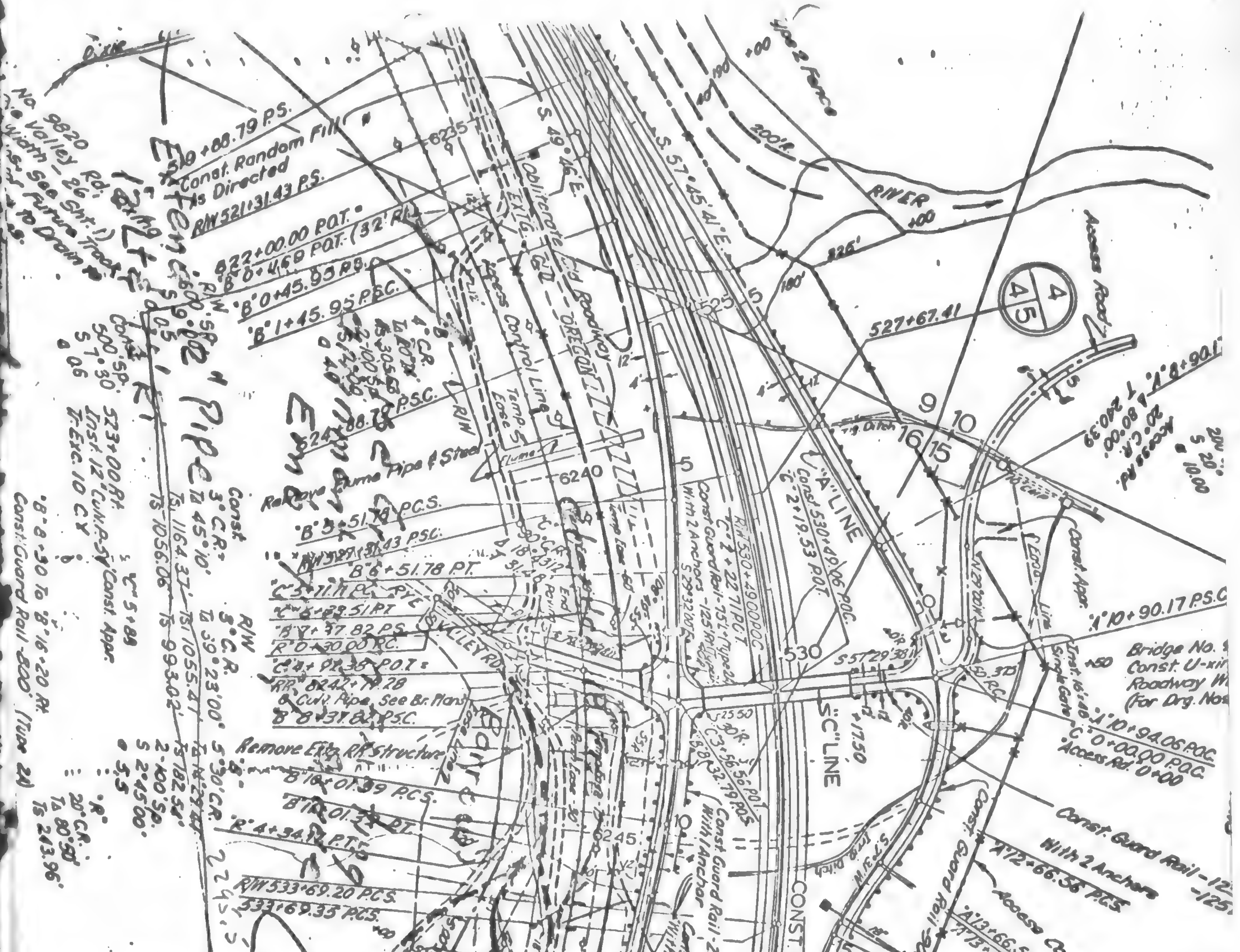
1160 cy × \$2.50 = \$2,900.00

Riprap easterly bank of R.R. Fill.

Foreman & [illegible] 16 hrs x 13.75 = $[illegible]

[illegible]

[illegible] — Total



Dixie
No. 9820
Valley Rd.
Width - 26'
(See Sht. 1)
Future Track
To Drain
519+88.79 P.S.
Const. Random Fill
As Directed
R/W 521+31.43 P.S.
522+00.00 P.O.T.
"B" 0+4.69 P.O.T. (32' Rt.)
"B" 0+45.93 P.S.
"B" 1+45.95 P.S.C.
524+88.72 P.S.C.
Remove Flume Pipe & Stand
"B" 3+51.78 P.C.S.
R/W 527+31.43 P.S.C.
"B" 6+51.78 P.T.
"C" 3+11.11 P.C.
"C" 6+33.51 P.T.
"B" 7+37.82 P.S.
"R" 0+30.00 P.O.C.
"C" 4+92.38 P.O.T.
"R" 8+37.82 P.S.C.
Remove Exist. R.R. Structure
"B" 10+01.39 P.C.S.
"B" 11+01.39 P.T.
"R" 4+34.72 P.T.S.
R/W 533+69.20 P.C.S.
533+69.33 P.C.S.
"B" 12+58.41 P.C.
Ease "R" 7+00.89 P.C.
"B" 14+69.72 P.T.
Ease "R" 8+95.90 P.T.
Future Bridge (By Others)
"B" 17+70.30 P.O.T. Bk.
"D" 540+32.44 P.C. Ah.
R/W 541+19.20 P.T.
541+78.29 P.T.
6235
6240
6245
6251
S 49°46' E
S 57°45'41" E
Oblitered Old Roadway
Access Control Line
Temp. Ease.
R/W
Flume
Valley Rd.
Access Road
Const. Type 2
RIVER
200'R.
Access Road
Access Road
527+67.41
4
45
9
10
16
15
"A" LINE
R/W 530+49.00 P.O.C.
Const. 530+49.06 P.O.C.
"C" 2+19.53 P.O.T.
"C" 2+22.71 P.C.T.
Const. Guard Rail - 151' (Type 2A)
With 2 Anchors - 125' Rt.
530
S 57°29'38" E
"C" LINE
CONST. ℄
"B" LINE
Const. Guard Rail - 225' (Type 2A)
With 1 Anchor
R/W ℄
DETOUR
535
"A" LINE
Const. Guard Rail - 200' (Type 2A)
With 1 Anchor
540
"A" 8+90.17
"A" 10+90.17 P.S.C.
"A" 10+94.06 P.O.C.
"C" 0+00.00 P.O.C.
Access Rd. 0+00
Bridge No.
Const. U-xin
Roadway W
(For Drg. Nos
Const. Guard Rail - 12
With 2 Anchors
"A" 12+66.58 P.C.S.
Access Control Line
"A" 13+66.56 P.T.
"A" 13+68.76 P.S.
"A" 14+68.76 P.S.C.
"A" 14+89.81 P.C.S.
"A" 15+89.81 P.T.
"A" 14+60
Const. Type "G-2MA" Inlet
Inst. 18" Culv. Pipe - 138'
(With 2-25' Elbows)
Tr. Exc. 40 C.Y.
"A" 17+90.99 P.O.T. (32' Lt.)
536+72.35 P.O.S.
Const. Channel
40' Bottom
Gen. Exc. Incl. in
(For Detail, See Sh
Bridge No. 1786A
Const. R.C.D.G. (Prestr.) Structure - 194'
Roadway Width - 68'
(For Drg. Nos. See Sheet 1)
Const. 3" C.R.
523+00 P.T.
Inst. 12" Culv. Pipe - 54'
Const. Apr.
T. Exc. 10 C.Y.
"B" 8+30 To "B" 16+20 Rt.
Const. Guard Rail - 800' (Type 2A)
R/W
3° C.R.
Δ 39°23'00"
T. 1055.81'
L. 993.02'
Δ 45°10'
T. 1164.37'
L. 1056.08'
"R"
20° C.R.
Δ 80°50'
L. 213.96'
R/W Const.
750' Sp.
511°15'00"
1° C.R.
4 2°06'41"
T. 105.66'
Extension Pipe
1 Lt.
1 Rt.
Existing R.R. Access
New Access Road
Adds Curve
7.679 Grade
5680.04 Emb.
E 22
E 49

#1

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

RR Access Rd
Rye Valley

		Net	Allow	Total	Price	
1. Borrow Exc	cy	6366	634	7000	1.50	10,500.00
2. Rock Surfacing	cy	72	8	80	5.00	400.00
3. 18" Culv Pipe	lf.	74	6	80	4.15	332.00
4 12" " "	lf	24	2	26	3.00	78.00
5. Trench Exc	cy	25	5	30	3.00	90.00
6. Revamp Drainage (Extra Work)						500.00
7. Fencing	(Extra Work)					300.00
						12,200.00
			+12½%			1525.00
			Total			13,725.00

Raise 2 RR utility Poles
at R.R. Expense.

I have the X-Sections in my
office.

JB

RECEIVED
DEC 11 19

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7395

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 21, 1972

Hughes-Ladd and McConnell
P. O. Box 756
Redding, California 96001

Gentlemen:

Your request for a time extension of 120 days on Contract No. 7395 for work on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail ~~Highwa~~y in Baker County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 120 days is granted without assessment of liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

cc: Cecil Head ✓
F. B. Klaboe
A. E. Johnson
Glen L. Green - FHWA
C. T. Keasey
V. E. Skoog
W. E. Schwartz
L. V. Blickenstaff
V. L. Gallagher
Gary Ross
Gary Sund

NOTED
C. W. HEAD

JAB:fw dps

Fion

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
ORIGINAL SIGNED
TOM EDWARDS
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7395
Bubbs Ranch-Weatherby Section, I-80N

Hughes-Ladd and McConnell, contractor on the subject contract in Baker County has made a request for extension of the contract time because of added excavation quantities. This project was awarded June 16, 1970, and the 585 calendar workdays allowed expired August 30, 1972. It takes only about 90 days to carry the job to the winter dormant period starting December 1. This will leave approximately 30 days available next year when the count is resumed about March 1. Conditions then may justify the use of a stop work order which would delay the time count even further, depending on the status of the work.

The major changes in cut slopes have added an estimated 2,310,000 cubic yards to the excavation item. This is a 61 percent increase in the contract quantity.

The contractor's request has been approved and your concurrence in this action is requested. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your confirmation at the October 31 meeting.

cc: Cecil Head
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
C. T. Keasey
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dps

NOTED
C. W. HEAD

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7395 Contractor Hughes-Ladd & McConnell

Highway Old Oregon Trail

Section Bubbs Ranch-Weatherby

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Concur in 120 days requested because of 61 percent increase in excavation work.

Recommended for Approval:

Division Engineer

Admin

Construction Engineer or Bridge Engineer

Deputy

State Highway Engineer

[illegible]

Contract No.	7395
Project designation	I-80N-7(29)327 State-Federal
Date awarded	June 16, 1970
Work started	July 20, 1970
Per cent completed	86 July 7, 1972 Date
No. of Workdays Allowed	585
No. of Workdays Used	531
No. of Added Workdays Requested	120

R-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 30, , 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 585 days to 705 days, within which to complete our Contract No. 7395, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving, Structures, & Signing. Bubbs Ranch-Weatherby Sect. Old Oregon Trail Hwy. Baker County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The prosecution of our work has not been prevented. However, a large over-run in our excavation quantity as shown in Extra Work Orders No. 22 & 24 and Price Agreements No. 13 & 16 occurred which has caused us to complete our excavation later than originally planned. Also, the slope layback at Station 105± leaves our final finish date still in question at this time.

Respectfully submitted,

Hughes & Ladd, Inc., Hughes & Ladd and Carl R. McConnell
Contractor

By Roy E. Ladd

CONSENT OF SURETY

Date June 30, , 1972

We, THE TRAVELERS INDEMNITY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

JAMES A. VICK, Attorney-in-fact

(SEAL)

Resident Agent

The Travelers Indemnity Company
Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— James A. Vick of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> Article IV, Section 11. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> Article IV, Section 13. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> Voted: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 12th day of July 1967.

SEAL

THE TRAVELERS INDEMNITY COMPANY

By G. Roger Wheeler

Secretary, Fidelity and Surety

State of Connecticut, County of Hartford—ss:

On this 12th day of July in the year 1967 before me personally came G. Roger Wheeler to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

MARGARET D. TUTTLE NOTARY

Margaret D. Tuttle

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

——— James A. Vick of San Francisco, California ———

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

——— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ———

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

> ARTICLE IV, SECTION 11. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> ARTICLE IV, SECTION 13. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 12th day of July 1967.

THE TRAVELERS INDEMNITY COMPANY

By G. Roger Wheeler

Secretary, Fidelity and Surety

State of Connecticut, County of Hartford—ss:

On this 12th day of July in the year 1967 before me personally came G. Roger Wheeler to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

MARGARET D. TUTTLE

Margaret D. Tuttle

Notary Public

My commission expires April 1, 1969

S 1869 REV. 7 65 PRINTED IN U. S. A.

(Over)

CERTIFICATION

I, Wm A. Shrake, Assistant Secretary (Fidelity and Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 11. and 13. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this 30th day of June 19 72.

Wm A. Shrake

Assistant Secretary, Fidelity and Surety

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 15, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(29)327
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway

Cy Kessay
Gallagher
Schwartz
9-19-72

As requested in Mr. A. E. Johnson's September 11 letter we concur in extending the contract time 120 days.

9-18-72
al

RECEIVED
STATE HWY ENGR
SEP 2 0'72
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
SEP 1 5'72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 11, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Request for Time Extension
Bubbs Ranch-Weatherby Section
Oregon Project I-80N-7(29)327

Hughes-Ladd and McConnell have requested 120 days' extension of time because of added excavation quantities. A significant increase in contract time is obviously justified. The major changes in cut slopes have added an estimated 2,310,000 cubic yards to the excavation. This is a 61 percent increase in the contract quantity.

The 120 days can be justified in either of two ways: using actual average production rates (11,967 cubic yards per day), or on a time/money basis. Work sheets showing details of these derivations are attached.

The 585 days allowed in the original contract expired August 30, 1972. It takes only about 90 days to carry the job to the winter dormant period starting December 1. This will leave about 30 days available next year to be counted after the count would ordinarily resume on March 1. Conditions then might justify the use of a stop work order which would delay the time count even further depending on the status of the work.

In other words, it is entirely possible that a 120-day extension will carry the project to completion. Otherwise, we would consider another request for additional extension.

May we have your concurrence in a 120-calendar-workday extension at this time.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

JAB:fw ja

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1972

SUBJECT: Bubbs Ranch-Weatherby Section
Contract No. 7395
Request for Time Extension

To: Mr. A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Hughes-Ladd and McConnell has requested 120 days extension of time because of added excavation quantities. A significant increase in contract time is obviously justified. We have had to request two increases in the project funding because of the major changes in cut slopes which have added an estimated 2,280,000 cubic yards to the excavation (according to the weekly report). Note the Resident Engineer has used 2,310,000 as the overrun quantity in analyzing this request.

The 120 days can be justified in either of two ways, using actual average production rates (11,967 cubic yards per day) or on a time/money basis. The 585 days allowed in the original contract expires today. It takes only about 90 days to carry the job to the winter dormant period starting December 1. This will leave about 30 days available next year to be counted after the count would ordinarily resume March 1. Conditions then might justify the use of a stop work order which would delay the time count even further depending on the status of the work.

In other words, it is entirely possible that a 120-day extension will carry the project to completion. Liquidated damages would accrue at $300 per day. Rough draft letters to the Federal Highway Administration, the contractor and the Highway Commission on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
SEP 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

Form E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 3 SHEETS

Bubbs Ranch - Weatherby Section

Request for Additional Time Justification

From Week of	To Week Ending	Work Days	Quantity C.Y.	Average Daily Quantity C.Y.	
8-16-70	11-25-70	102	1,630,000	15,980	
4-4 71	6-25-71	83	1,062,000	12,795	(2 shift - continous 5+day/w
9-5-71	12-10-71	97	691,220	7,126	
				35,901	÷ 3 = 11967 cu.yds/day

Overrun Quantity 2,310,000 ÷ 11,967 = 193.0 days

Force Account Work See Sheet 2 & 3 = 23.7 days

Total → 217 days

Form E-46

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 2 OF 3 SHEETS

Bubbs Ranch-Westherby Section

Request for Additional Time Justification

Force Account Work — August 1972 (Monthly Progress Est 7-26-72)

#	Description	Remarks		Actual Cost
1	Flagging	Anticipated Item	149,449.33 -60,000 89,449.33	89,449.3
2	Reconst. "H" "AR" Line	" "	29,999.35 14,260.65	-14,260.65
3	~~Furnish and~~ Install Speed Signs	—		1,665.1
4	Reloc. Mercury Fountain	—		2119.17
5	Pioneer Cut Slopes	—		13,200.4
6	Reloc. Siphon Box	—		1490.4
7	Remove Silt Deposit	(No work Preformed)		—
8	Riprap Channel	—		598.3
9	Enhance 8" Drain Pipe	—		71.1
10	Clean Exist. Box Culv.	—		724.5
11	Const. Temp. Gr & Barricade	—		4298.3
12	Salv. & Reinstall Fence	—		1214.98
13	Heal Fissure	—		1828.0
14	Place Riprap in Channel	—		158.6
15	Constr. Cutoff Wall	—		3245.9
16	Salv. and Reinstall Pipe	—		531.8
17	Drill Holes For Slope Indicators	—		709.7
18	Inst. Membreane Deck Seal			3084.3
19.	Oblit Rdwy. Slopes	(No Work Preformed)		—
20	Raise Catch Inlet	—		252.
21	Drain Median Area			250.0
22	Slide Removal	(Anticipated Item $100,000)	289,952.32 100,000.00 189,952.32	189,952.
23	Patch Pavement			6661.3
24	Slide Removal			37,500.
25	Constr. Haul Rd.			18,535.0

Form E-6

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 3 **OF** 3 **SHEETS**

Force Account Work August 1972

	Description	Remarks	Actual Cost
26	Revise Deck Seal	Documentary	——
27	Conc. Inlets		1340.34
28	Riprap Channel	(East Bank).	4418.54
29	" "	(West Bank) (No Work Performed)	——
30	Const. Bin Type Retaining Walls	——— (" " ")	——
			$369 039.71

Total of original Authorization = $10,312,858.31
— Engineering -733 375.88
— Contingencies -412,523.93
S.F.O. #1 -52,000.00
" #2 -3,500.00
Minus Quant.

Total To be completed by Contractor = $9,111,458.50

$$\text{Cost} = \frac{\$9,111,458.50}{585\ \text{Cal. Work Days}} = \$15,575.14/\text{per day}$$

$369 039.71 ÷ $15575.14 = 23.7 days

Above listed Force Account work would require approx 24 additional work days by this method.

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Bubb Ranch-Weatherby Section
Request for Additional Time Justification

Amount

Total for Original Contract = $8,930,698.50

$$\frac{\text{Original Contract Amount}}{\text{Cal. Work Days}} =$$

$$\frac{\$8,930,698.50}{585} = \$15,266.15/\text{day}$$

Contract Items Corrected *Estimate = $10,615,344.52
Price Agreements = 177,144.79
Force Account Work = 680,725.76
11,473,215.07

$$\frac{(11,473,215.07 - 8,930,698.50)}{\$15,266.15/\text{day}} = 166 \text{ days}$$

* Taken from 7-26-72 Monthly Progress Estimate.

5

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7395

September 14, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. T. P. Rogers

Re: Spout Creek Drainage Area
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
Your File: D 315 - 2 - 129

Gentlemen:

This is in reply to your letter dated August 24, 1972, wherein you request information concerning the Spout Creek drainage area and information leading to the design of the 7' x 7' reinforced concrete box culvert at Highway Station 219+20.

The drainage area for Spout Creek to the inlet of this box culvert is 3.8 square miles with a runoff estimate of 150 cfs. This determination was made following a heavy runoff in the area.

We would suggest you install a concrete box culvert of equal size which will connect directly on to the end of our box culvert.

Inasmuch as your installation could affect the function of our drainage facility, we would appreciate an opportunity to review your design before proceeding with the installation.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: E. S. Hunter w/copy of UP letter
V. D. Wolfe "
W. E. Schwartz "
H. W. Gerlach "
L. V. Blickenstaff "

NOTED
E. S. HUNTER

RECEIVED
SEP 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

August 24, 1972

D 315 - 2 - 129

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Re: Bubbs Ranch - Weatherby Section, Old Oregon Trail Highway, Baker County, Contract No. 7395

Dear Sir:

This office is considering retirement of our Railroad Bridge, MP 375.84, opposite your Highway Station 219+20.

In this regard, will you please furnish the Spout Creek drainage area. Your design section, no doubt, has this information which would have been required to determine the 7-ft. x 7-ft. reinforced concrete box culvert which has been installed at this location.

Very truly yours,

T. P. Rogers

T. P. Rogers
Superintendent

Copies to
V. D. Wolfe
R. L. Lenz

Routing
Keasey
Cond
Walker
Johnsen
RECEIVED
AUG 29 1972
CONSTRUCTION
SECTION
[illegible]
Glenn
Litchfield
Berg

RECEIVED
SEP 21 1972

FORM E-30-X 12-67
FOR FILE

7395

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 12, 1972

SUBJECT: Drainage Area - Spout Creek
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway

To: FILE

Re: Letter from Union Pacific Railroad to Mr. Baldwin
August 24, 1972

The investigation for the runoff from Spout Creek was done by John Jenkins in 1964. He had made a regional analysis using the USGS method for determining runoff; however, a runoff, probably from a thunderstorm, occurred which exceeded the estimates using this method of analysis, so the discharge figures per square mile were revised to match this actual occurrence. The drainage area for Spout Creek to the inlet of the 7'x7' RCBC is 3.8 square miles with a runoff estimate of 150 cfs.

From all indications a scour hole existed beneath the railroad bridge prior to the construction of the former highway bridge, no doubt due to the restriction of the waterway by the railroad structure. The scour hole was probably propagated further upstream for the same reason after the old highway bridge was constructed. The bottoms of such scour holes are usually lower in elevation than the normal streambed for a short distance below the structure. This is the case at the outlet of our 7'x7' RCBC; the invert, about 1.5-2 feet lower than the Burnt River channel, discharges into a pool of water which acts as an energy dissipator, thereby reducing or eliminating scouring action at the railroad structure. When the water surface in Burnt River is at the design discharge stage, the outlet of our 7'x7' RCBC is submerged and the entire culvert is operating under outlet control.

It appears that if the Railroad does decide to remove their bridge, their drainage structure, hopefully a 7'x7' RCBC, will be connected directly onto the end of our box culvert. A level gradient would be desirable on their extension so that the entire installation will function properly.

NOTED
E. S. HUNTER

Richard L. Lenz
Hydraulics Engineer

RLL:mc

cc E. S. Hunter
T. W. Litchfield
Victor D. Wolfe

RECEIVED
SEP 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7395

DATE **August 30, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
Contract No. 7395

An overrun of the project authorization on Contract No. 7395, the Bubbs Ranch-Weatherby Section of the Old Oregon Trail Highway in Baker County, is anticipated in the amount of $1,268,710.59, or 10.56 percent. The contract is with Hughes-Ladd and McConnell.

This is an Interstate project in the Burnt River Canyon. As the cuts have been opened up, the material has been found to be fractured on planes somewhat parallel to the line of slope excavation and has been extremely susceptible to slides and fallout. There is no known correction except to flatten the slopes to a point of stability.

I recommend that the project authorization be increased by $1,268,710.59, to a new total authorization of $13,286,571.06.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
V. L. Gallagher
W. E. Schwartz
Gary Ross
Gary Sund
JAB:fw ms

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1972

SUBJECT: Bubbs Ranch-Weatherby Section
Contract No. 7395
Request for Additional Authorization

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

The present outlook is for an increase of $1,268,710.59 or 10.56 percent in excess of the present authorization. At their June 22, 1971 meeting, the Commission approved an earlier increase in funding for this project. At that time the overall project was only 37 percent complete and the excavation was 54 percent complete.

The reason for the overrun then was added excavation due to flattening cut slopes for stability. This new request is basically for the same reason. Four added orders during the past year are associated with flattening cut slopes and these four orders amount to $1,291,060. The most recent of these is also the largest, Price Agreement 37 which was recently approved in the amount of $921,060 which added 387,000 cubic yards in the last cut To be ~~just~~ completed on the project.

You will note this new request includes an unallocated contingency item of $106,600. The job is now 82 percent done. A rough draft letter to the Highway Commission is attached.

RECEIVED
AUG 17 1972
OFFICE
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

SP*52475-734

RECEIVED
AUG 21 1972
FOR FILING

5

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

7394

August 17, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. T. P. Rogers

Re: Signal & Communication Line
August 15, 1971 Railroad M.P. 373.70
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway Baker County
Your File: D 315 - 2 - 129

Gentlemen:

This will acknowledge receipt of your letter dated August 16, 1972 regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: Hughes & Ladd, Inc.
P. O. Box 736
Redding, California 96001

Miller & Ames - Carroon & Black
Insurance Brokers
255 California Street
San Francisco, California 94119

F. B. Klaboe w/copy of RR letter
~~V. E. Skoog "~~
W. E. Schwartz "
L. V. Blickenstaff "
H. W. Gerlach "

RECEIVED
STATE HWY ENGR
AUG 17 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

UNION PACIFIC·RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

August 16, 1972

D 315 - 2 - 129

Routing
Keasey
Dond
Walker
Johnson
RECEIVED
AUG 17 1972
CONSTRUCTION
SECTION
Pease E
Glenn
Litchfield
Berg

Mr. George M. Baldwin,
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

Attention: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Dear Sir:

This is to advise that at approximately 9:00 a.m. August 15, 1972, our joint signal-communication pole line at MP 373.70, Nelson, Oregon, was damaged by your Contractor's blasting operations.

When the Railroad's costs have been determined in this connection, a bill will be presented. Will you please acknowledge your receipt of this letter.

Yours very truly,

T. P. Rogers
Superintendent

cc: Hughes & Ladd, Inc.
P. O. Box 756
Redding, CA 96001

Miller & Ames - Carroon & Black, Insurance Brokers
255 California Street
San Francisco, CA 94119

RECEIVED
AUG 18 1972
FOR FILING

5

7395

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 15, 1972

TO G. L. Green, Acting Division Engineer
[illegible]
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-7(29)327

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 73-5 Extra Work Order No. 31

Project Bubbs Ranch - Weatherby

Highway Old Oregon Trail

County Baker

The Order covers location of a culvert under the Union Pacific Railroad track at Station 1460 and cleaning it out to accomodate drainage from the highway which is being diverted to this area. The culvert was not previously needed and the railroad had let it become plugged.

Attached are copies of letters from the Regional Bridge Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 2, 1972.

Your approval as of August 2, 1972 is requested.

Attachments

JK:kds

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Bubbs Ranch-Weatherby Section Date July 28, 1972

Highway Old Oregon Trail Contract No. 7395

County Baker Kind of Work Grade, Pave, Strs, Sign Contractor Hughes-Ladd & McConnell

	Original Authorization	Revised Authorized As of June 22, 1971	Estimated
Contract Amount	$8,930,698.50	$10,456,198.50	$10,569,303.50
Anticipated Items	236,500.00	333,165.00	338,500.00
Contingency (4½%)	412,523.93	358,736.97	1,654,365.96
Engineering	733,375.88	870,000.00	770,000.00
Credits	240.00	240.00	45,598.00
PROJECT COST	$10,312,858.31	$12,017,860.47	$13,286,571.06

NET INCREASE $ 1,268,710.59 or 10.56%

APPROVED BY STATE HIGHWAY COMMISSION
DATE 9-19-72
$1,268,710.59

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

			Expected Amount	Net Change
(C) General Excav. Loc. "A"	Item #6		$1,984,500.00	$735,500.00 -
(C) General Excav. Loc. "B"	Item #7		3,874,200.00	1,080,200.00 +
(C) Class "A" Conc. in Walls	Item #27	(P.A. #32)	0.00	25,200.00 -
(C) Reinf. in Walls	Item #29	(P.A. #32)	0.00	3,225.00 -
(C) Guard Rail Type 2-A	Item #66		146,370.00	35,670.00 -
(C) Median Barrier	Item #67	(P.A. #26 & 34)	0.00	169,500.00 -
(A) Flagging	EWO #1		175,000.00	60,000.00 +
(A) RR Protective Costs	SPO #1, PA #15, PA #31, PA #37		150,000.00	46,335.00 +
(U) Const. Median Drains	PA #19		10,080.00	10,080.00 +
(U) Install Keyway Planking	PA #20		11,000.00	11,000.00 +
(U) Install Thrust Blocks	PA #21		150.00	150.00 +
(U) Revise Piling Length	PA #22		819.47	819.47 +
(U) Additional Reinf. Steel	PA #23		312.65	312.65 +
(U) 12" Median Drain Pipe	PA #24		10,675.00	10,675.00 +

(Continued on other side)

Principal reasons for overruns (Continue on reverse side): Unstable cut slope at Sta. 114-120 which was flattened on PA #15 slid again and was further flattened on EWO #22. Original benched slopes in cut at Sta. 102-106 became unstable and are being flattened to a 1½:1 slope on PA #37.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by ______ Construction or ~~Bridge~~ Engineer

Confirmed by ______ Division Engineer

Noted by ______ Deputy or ~~State~~ Highway Engineer

SP*23760-734

Item	Order	Expected Amount	Net Change
(U) Purchase Med. Barrier Posts & Blocks	PA #26	$43,127.30	$43,127.30 +
(U) 12" Paved Culvert End Slopes	PA #28	1,125.00	1,125.00 +
(U) Revise Drinking Fountain Drains	PA #29	285.51	285.51 +
(U) Additional Piling Length	PA #30	1,822.50	1,822.50 +
(U) Additional Compensation for Haul	PA #31	15,750.00	15,750.00 +
(U) Retaining Wall	PA #32	3,971.25	3,971.25 +
(U) Haul Road Bridge	PA #33	2,500.00	2,500.00 +
(U) Purchase Excess Median Rails	PA #34	52,848.45	52,848.45 +
(U) Change Litter Receptacles	PA #35	200.00	200.00 +
(U) Bridge Deck Seal	PA #36	13,664.00	13,664.00 +
(U) Revise Cut Slope	PA #37	921,060.00	921,060.00 +
(U) Re-pioneer Cut Slopes	EWO #5	15,000.00	6,686.73 +
(U) Guard Rail Ext. (Rs. Spgs Det)	EWO #11	5,000.00	2,000.00 +
(U) Salv. & Reinst. Fence	EWO #12	1,500.00	500.00 +
(U) Heal Fissure	EWO #13	3,700.00	3,700.00 +
(U) Place Riprap	EWO #14	158.66	158.66 +
(U) Const. Cutoff Wall	EWO #15	3,245.88	3,245.88 +
(U) Salv. & Reinst. Pipe	EWO #16	750.00	750.00 +
(U) Drill Slope Indicator Holes	EWO #17	531.81	531.81 +
(U) Install Deck Seal	EWO #18	3,084.34	3,084.34 +
(U) Obliterate Roadway Slopes	EWO #19	1,500.00	1,500.00 +
(U) Raise Catch Inlet	EWO #20	251.18	251.18 +
(U) Slide Removal	EWO #22	290,000.00	290,000.00 +
(U) Patch Pavement	EWO #23	7,000.00	7,000.00 +
(U) Slide Removal	EWO #24	60,000.00	60,000.00 +
(U) Const. & Maint. Haul Road	EWO #25	20,000.00	20,000.00 +
(U) Const. Special Conc. Inlets	EWO #27	2,000.00	2,000.00 +
(U) Riprap Channel, East Bank	EWO #28	8,000.00	8,000.00 +
(U) Riprap Channel, West Bank	EWO #29	4,500.00	4,500.00 +
(U) Const. Bin Type Ret. Wall	EWO #30	27,750.00	27,750.00 +
(U) Loc. & Clean Culv. Pipe (RR)	EWO #31	240.00	240.00 +
(U) UPRR Liability Insurance	SFO #9	3,500.00	500.00 +
(U) Install Slope Indicators	SFO #9	4,120.00	4,120.00 +
(U) Unload Med. Barrier Matl.	SFO #10	500.00	500.00 +
(U) Load & Haul Piling	SFO #12	1,500.00	1,500.00 +
(U) Raise Pwr. Poles (Ida. Pwr.)	SFO #13	5,668.00	5,668.00 +
(U) Traffic Delineators	SFO #15	1,287.85	1,287.85 +
Antic. Contingency Fund. (4% or Rem'ng. work		106,600.00	106,600.00+
			$1,654,365.56 +

RECEIVED
SEP 2 1972
PROGRAMMING SECTION

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
AUG 3 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
JUL 24 1972
FOR FILING

7575

S

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

SUBJECT: Assignment No. 535-AEJ
Burnt River Channel Erosion
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway

To: A. E. Johnson
Assistant State Highway Engineer

FROM: Keasey
C. T. Keasey
Construction Engineer

Attached are copies of correspondence and reports from Region 5 concerning the subject complaint.

The Region has been working with Mr. Shumway to resolve his concerns prior to completion of the project. Part of the work has been done, but more remains to be completed.

When that is done, Mr. Shumway will be contacted again to review the corrective measures accomplished.

It is expected that all of the work should be completed within the next two months. We will advise you of this completion.

NOTED
A. E. Johnson

CTK:fw
Enc.
cc W. E. Schwartz

RECEIVED
JUL 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP°52475-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 16, 1972

Routing
Keasey
Walker
Johnson
RECEIVED
MAY 17 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

SUBJECT: Bubbs Ranch - Weatherby
Old Oregon Trail Highway
Baker County
Contract 7395

To: Mr. C. T. Keasey
Construction Engineer
Salem, Oregon

We are submitting Extra Work Order No. 28 on the subject section.

In accordance with your letter of April 25, W. E. Schwartz, regional engineer, and L. V. Blickenstaff, resident engineer, met with Mr. Shumway and Mr. Cartwright of the Burnt River Soil and Water Conservation District to review the erosion problem in the channel change in the vicinity of station 221.

It was agreed at this meeting that the State would place riprap in the channel change bottom between stations 8-10 and riprap the easterly channel bank for about 250 feet down stream. This is shown on the attached sketch. Also attached is a typical section of the proposed work and a cost estimate to do the work on a force account basis.

Your approval is recommended.

W. E. Schwartz
Regional Engineer

By

Alfred Shirley Jr.

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachments

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 5

Project Name Bubbs Ranch-Weatherby Contract No. 7395

Circle One: PA [✓ EWO] SFO No. 28

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		✓	✓
Reasons why work is necessary.		✓	✓
Has work started:	Yes		
	No	✓	✓
	Date Started		
Cost justification for price agreements.			
Credit for salvaged material:	None	✓	✓
	Material list attached		
	To be determined later		
Salem headquarters approval: * Walker okehed if FHWA OK's	Not received	✓	
	Date received		5/16/72
	Who discussed	Walker	Walker
FHWA approval:	Not received	✓	
	Date received		5/15/72
	Who discussed		R.A. Nichols
Required signatures on order form.		✓	✓

Comments:

Form E-16

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

EWO #28

Hauling riprap from sta 150 & stockpiling on old road at sta 215

4 trucks for 1 day
32 hrs x $31.50 = 1008.00
1 Loader for 1 day
8 hrs x $55.50 444.00
1 Pickup for 1 day
8hrx $2.70 21.60

1473.60
x1590 = $1694.64

4 Truck drivers for 1 day
32 hrs x $~~6.33~~ *7.93 253.76 ~~202.56~~
1 Foreman for 1 day
8X $~~8.04~~ *10.03 80.24 ~~64.32~~
1 Loader Operator for 1 day
8hrs x $~~7.54~~ *9.48 75.84 ~~60.32~~

409.84 ~~327.20~~ ~~327.20~~

~~$409.84~~
~~327.20~~ ~~+1590~~ +2090 = 491.81 ~~451.54~~

Stockpiling Total $ 2186.45 ~~2146.18~~
(See sheet #2) Placing Total 5842.66 ~~5677.67~~

$ ~~7823.85~~ 8029.11

Call Total Cost $8,000.00

* Includes taxes, insurance, and fringe benefits

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

EWO #28

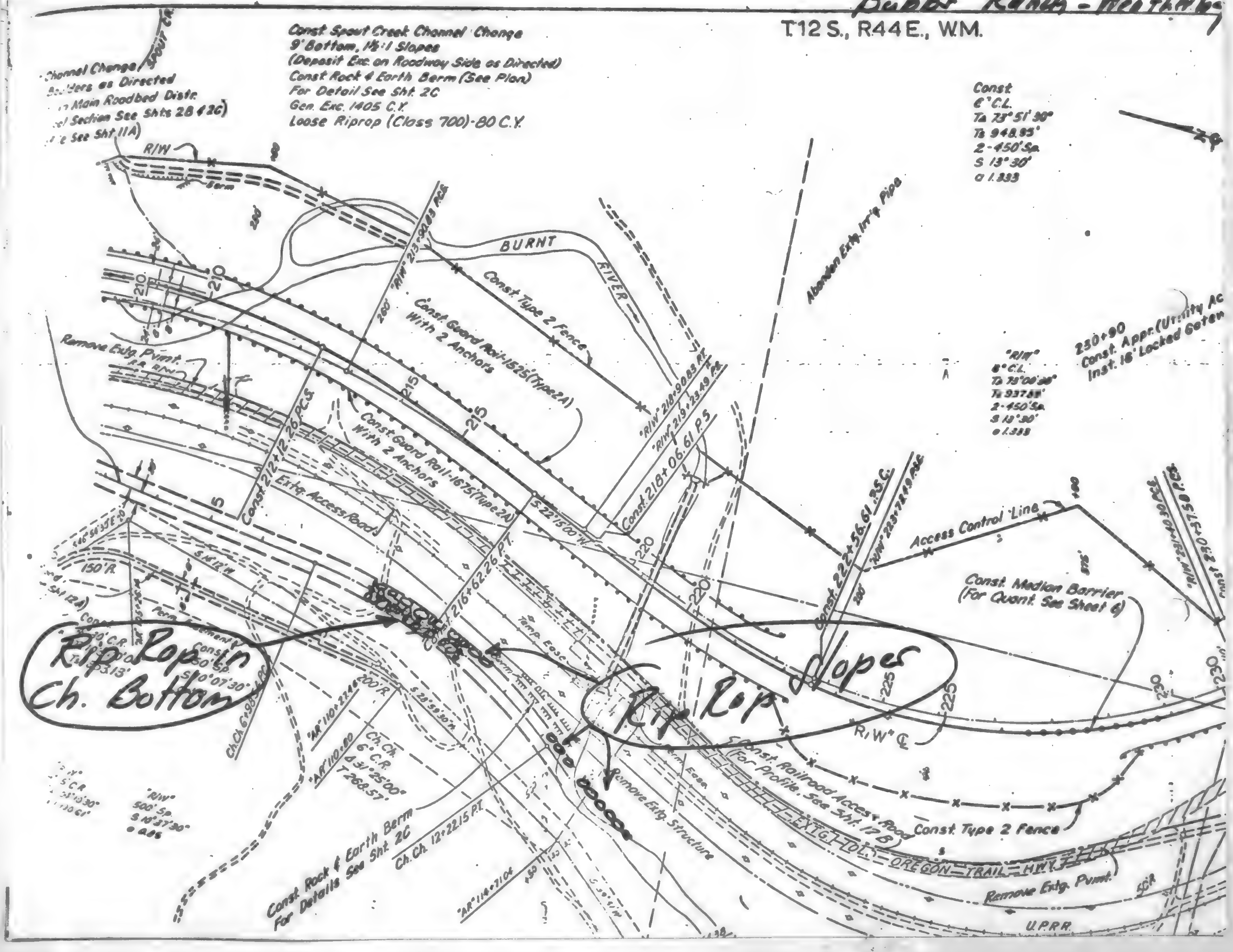
Placing Riprap stockpiled at sta 215

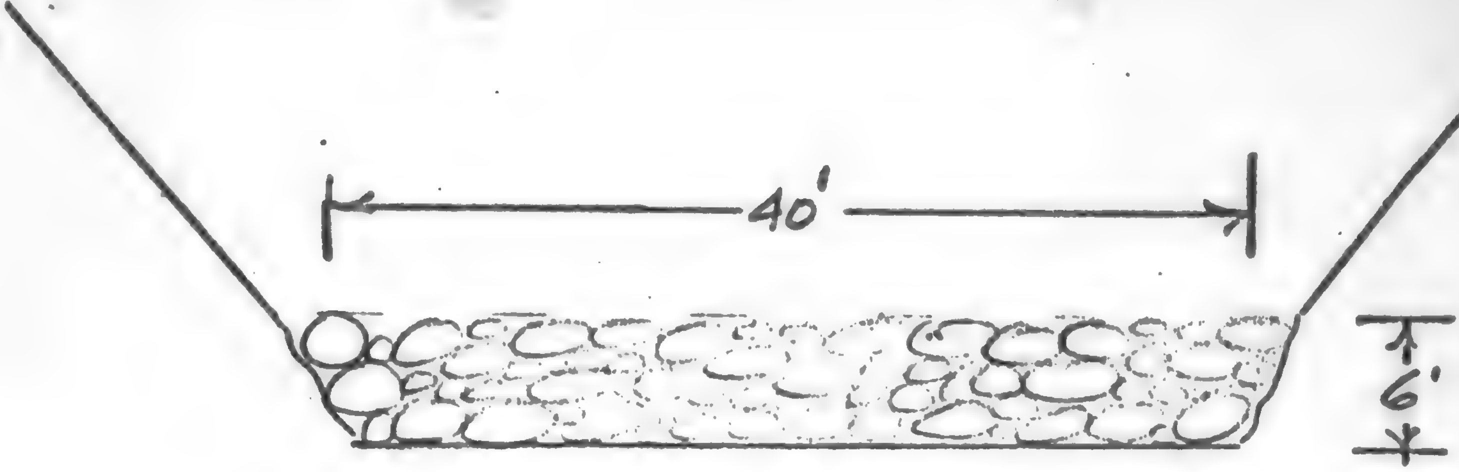
2 trucks for 3 days		
24 hrs x $31.50	$ 756.00	
1 Dragline for 2 days		
16 hrs x $37.90	606.40	
1 Loader for 3 days		
24 hrs x $55.50	1332.00	
1 Dozer for 3 days		
24 hrs x $31.75	762.00	
1 Pickup for 3 days		
24 hrs x $2.70	64.80	
	$ 3521.20	
x15% =		$4049.38
1 Laborer 24 hrs x $ ~~5.25~~ *6.91	$ 165.84 ~~126.00~~	
Trk Drivers 48 " x ~~6.33~~ *7.93	380.64 ~~303.84~~	
Dragline Opr. 16 " x ~~7.04~~ *8.92	142.72 ~~112.64~~	
Oiler 16 " x ~~6.24~~ *8.04	128.64 ~~99.84~~	
Loader op. 24 " x ~~7.54~~ *9.48	227.52 ~~180.96~~	
Dozer op. 24 " x ~~6.82~~ *8.68	208.32 ~~163.68~~	
Foreman 24 " x ~~8.04~~ *10.03	240.72 ~~192.96~~	
	$ ~~1179.92~~ 1494.40	
~~+15%~~ +20% =		1793.28 $ ~~1628.29~~
Placing Total		$ ~~5677.67~~ 5842.66

* Includes Taxes insurance, and fringe benefits.

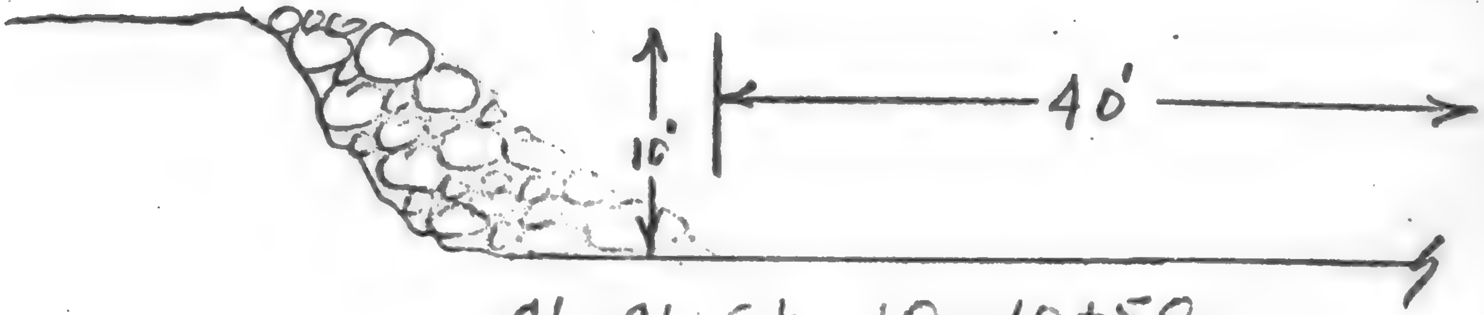
Bubbe Ranch - Weatherby

T.12 S., R.44 E., W.M.





Ch-Ch sta 8-10
1780 cy.



Ch-Ch Sta 10-10+50
Ch-Ch. Sta 12-12+50
" " Sta 13-14+50
930 Cy.

Total 2710 cy.

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 7395 Section Bubbs Ranch-Weatherby FA No. I-80N-7(29)327

Type Revision EWO No. 28 Amount $ 8,000- Funds in Author. $ -

Status Total Project Author.: Over 3.7% $ 445,174.68 Under __ % $

Explanation (why) and Comments Furnish and place riprap along channel bottom and easterly bank of channel change at locations requested by Burnt River Soil and water Conservation District.

Method of Payment force account Est. increase ~~decrease~~ in cost $ 8,000-

Price checked by Cost Analyst - Discussed Asst. Constr. Engr.

Discussed with E. Valach on 6-2-72 by Glenn

Action Recommended:
☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER

☒ PARTICIPATING
☐ WITH COST JUSTIFICATION
☒ TENTATIVE APPROVAL TO PROCEED 5-15-72 (Nichols)

☐ NON PARTICIPATING
☐ WITH SUPPORTING DAT

CON LAG 122 5-9-72 4.49 PM

C T KEASEY

RE UR TT 23

MEETING HAS BEEN ARRANGED FOR TOMORROW MORNING WITH SHUMWAY.
WILL ADVISE YOU OF RESULTS.

R C LANG
BV17.

.LGO

LAG CON 23 5-9-72 4.12 PM

W E SCHWARTZ

WHAT IS STATUS OF ASSIGNMENT AEJ 535 - COMPLAINT FOR WALTER SHUMWAY, CHAIRMAN, BURNT RIVER S & W CONSERVATION DISTRICT, RE CHANNEL EROSION VICINITY OF STAT. 221, BUBBS RANCH-WEATHERBY SECTION.

C T KEASEY

FR¾&9

K

RECEIVED
FOR FILING
7395

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 14, 1972

In reply refer to: 10-35-DA

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

Klach

SUBJECT: Purchase of Metal Median Barrier Rail Members
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
F.A. Project No. I-80N-7(29)327
Contract No. 7395

The subject guardrail members would be satisfactory for future use on Federal projects if corrected as indicated in Mr. Johnson's July 12, 1972 letter.

NOTED
F. B. KLABOE

RECEIVED
JUL 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Routing
RECEIVED
Walker
Johnsen
CONSTRUCTION
SECTION

7-18-72
cy Construction

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 18 1972

RECEIVED
JUL 12 1972

FOR FILING

7395

July 12, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM
A. E. Johnson
Assistant State Highway Engineer

SUBJECT Purchase of Metal Median Barrier Rail Members
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
F.A. Project No. I-80N-7(29)327
Contract No. 7395

Attached is a copy of Price Agreement No. 34 on the subject contract covering the purchase of metal median barrier rail members from the contractor. The purchase of this material by the State was due to our deletion of the metal median rail barrier and substitution of concrete median barrier.

Upon inspection of the stockpiled materials, it was found that approximately five percent (or 2,757 lineal feet) of the stockpiled metal rail members would comply with current specifications. Approximately 90 percent (or 49,624 lineal feet) would not comply with specifications but would be acceptable after corrective measures are made by the supplier. The remaining five percent of the rail members are nonspecification, cannot be corrected, and will be rejected.

Approximately 49,624 lineal feet of median rail does not completely comply with specifications due to a poor job of galvanizing, excessive zinc runs, slag and dross lumps, flux scum, etc., and nonuniform shape resulting from the manufacturer's shearing process. The strength of the rail members has been found to be satisfactory. The foregoing minor deficiencies can and will be corrected by having the supplier clean up and repair the galvanizing and furnish special backup plates to insure proper bearing of the rail members against the posts.

We realize that you do not participate in the work covered by this order; however, it is anticipated that much of this rail will be used on future Federal-aid projects with which you will be concerned. We therefore request your concurrence in the corrective measures we are requiring for our acceptance of this material and your assurance that use of this material on future Federal-aid projects will meet with your acceptance.

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
W. E. Schwartz

MDG:fr /AEJ:ja

5

[illegible] DEC 7 - 1972

FOR FILING

7395

5W

Salem, Oregon
June 29, 1972

Agenda Item 5w
June 27 Commission meeting

Mr. C. T. Keasey
Construction Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 684

Attached are three copies of an agreement with Union Pacific Railroad Company providing for construction of a haul road grade crossing of their tracks on Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.

Please have the Railroad Company date and sign this agreement, as well as the contractor. We have retained a xerox copy until a fully executed copy is returned for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
JUN 26 1972
FOR FILING

7395

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 23, 1972

TO
Glen L. Green, Acting
~~R. E. Simpson,~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-80N-7(29)327

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7395 State Force Order No. 15

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

The Order covers furnishing and placing temporary traffic delineators in the median area while paving on adjacent lanes is in progress and during construction of the concrete median barrier. It is in the public interest to provide these delineations to safely guide the motoring public through the construction areas.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of the work to be done under this Order is $1,287.85 with Federal participation of $1,159.07. Reimbursement on an actual cost basis is requested.

The salvage value of the materials used will be determined when the work has been completed and the appropriate credit will be made to the project.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 22, 1972.

Your approval as of June 22, 1972 is requested.

Attachments

JK:kds

RECEIVED
JUN [illegible] 1972

FOR FILING

7395

June 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(29)327

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SI
R. D. ASB[illegible]

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7395 Extra Work Order No. 30

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

This order covers the construction of a bin-type retaining wall on Gales Road from stations "AR" 128-132. Construction of this wall is required to remove a hazardous condition on the road caused by a slide making the roadway too narrow for safe use. Gales Road is a public road and must be kept open for use by property owners and utilities.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 24, 1972.

Your approval as of May 24, 1972 is requested.

Attachments

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RECEIVED
JUN 22 1972

OREGON STATE
HIGHWAY DIVISION

7345

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Agreement with Union Pacific
Bubbs Ranch-Weatherby Section I-80N
Baker County

On the agenda for your meeting of June 27 will be an agreement with the Union Pacific Railroad Company providing for the construction of a haul road grade crossing of their tracks on the Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway, Baker County.

The construction of the crossing is necessary to allow access to repair erosion in a channel change of the Burnt River which was constructed as part of this project. The work is being performed by our contractor on an extra work basis and, therefore, any costs generated by this agreement will be borne by the State.

The agreement provides for the State to bear all costs incurred by the railroad as a result of this work which includes installation of crossing timbers and any necessary adjustment of communication and signal lines. The cost is estimated to be $1,000.

We recommend your approval of the agreement.

bc: Floyd Query
George Baldwin
F.B. Klaboe
A.E. Johnson
C.T. Keasey
T.W. Litchfield
V.E. Skoog
L.H. Young
W.E. Schwartz
Gary Ross
Gary Sund
TWL:dl v cg

RECEIVED
JUN 6 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7395

DATE June 5, 1972

Federal-aid Project
No. I-80N-7(29)327

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7395, Extra Work Order No. 29

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

This Order covers the cost of furnishing and placing riprap along the westerly bank of the Burnt River channel change. Placement of riprap on the west bank of the channel change was requested by the Burnt River Soil and Water Conservation District after a review of the project.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 24, 1972.

Your approval as of May 24, 1972 is requested.

BMW:bb

Attachments

RECEIVED
JUN 6 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7395

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 5, 1972

Federal-aid Project
No. I-80N-7(29)327

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7395, Extra Work Order No. 28

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

This Order covers the cost of furnishing and placing riprap along the bottom and easterly bank of the Burnt River channel change. The Burnt River Soil and Water Conservation District has requested this work after review of the erosion problem in the vicinity of Station 221.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 15, 1972.

Your approval as of May 15, 1972 is requested.

BMW:bb
Attachments

RECEIVED
MAY 26 1972
FOR FILING

7395

May 25, 1972

TO R. H. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(29)327

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. M. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7395 Extra Work Order No. 27

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

This order covers the cost of constructing two special concrete inlets, Type G-2M, modified to fit 48-inch CMP. The grade of the roadway was raised to minimize the amount of general excavation due to flattening of cut slopes on the project. The two effected culverts were in place before the decision was made to raise the grade, and the inlets are necessary to match the new grades.

Copies of the Chief Cost Engineer's cost justification are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 8, 1972.

Your approval as of May 8, 1972 is requested.

Attachments

[illegible]:js

RECEIVED

FOR FILING

7395

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval
Federal-aid Project No.
I-80N-7(29)327

Contract 7395, State Force Order No. 13 Revised

Project Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

This revised State Forcer Order supersedes the original Order No. 13, which covered the cost of relocating Idaho Power Company lines located on the Oregon-Portland Cement Company properted used as a waste area. The power company has revised the estimated cost of doing this work.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated cost of this work is $5,688 with Federal participation in the amount of $5,101.20. Reimbursement on an actual cost basis is requested.

This work was originally approved by your office effective February 16, 1972.

Your approval of this revised order, as of February 16, 1972 is requested.

Attachments

BMI:dg

RECEIVED
UTILITY UNIT
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 12, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Haul Road Crossing
RR M.P. 375.75
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project NO. I-80N-7(29)327
Contract No. 7395
Your File: D 315-2-129

Gentlemen:

Slides have developed in the channel change which has been constructed on the westerly side of the railroad between Highway Stations 205 and 220 on the above captioned project.

In order that the State and its contractor, Hughes and Ladd, Inc. repair this condition, it is necessary to obtain access across your tracks opposite Highway Station 215 which is approximately opposite Railroad M.P. 375.75.

You will find attached a print of a portion of Sheet 12 of the construction plans showing the location of the desired crossing. It is the intent to restore on a temporary basis the original access road which crossed your tracks at that point.

All costs the railroad incurs as the result of this crossing will be reimbursed by the State. Please prepare the appropriate haul road agreement covering this work.

NOTED
F. B. KLABOE

I am advised that our contractor wishes to begin this work on May 19, 1972 and will complete it on approximately June 2, 1972. Your cooperation in this regard will be sincerely appreciated.

Very truly yours,

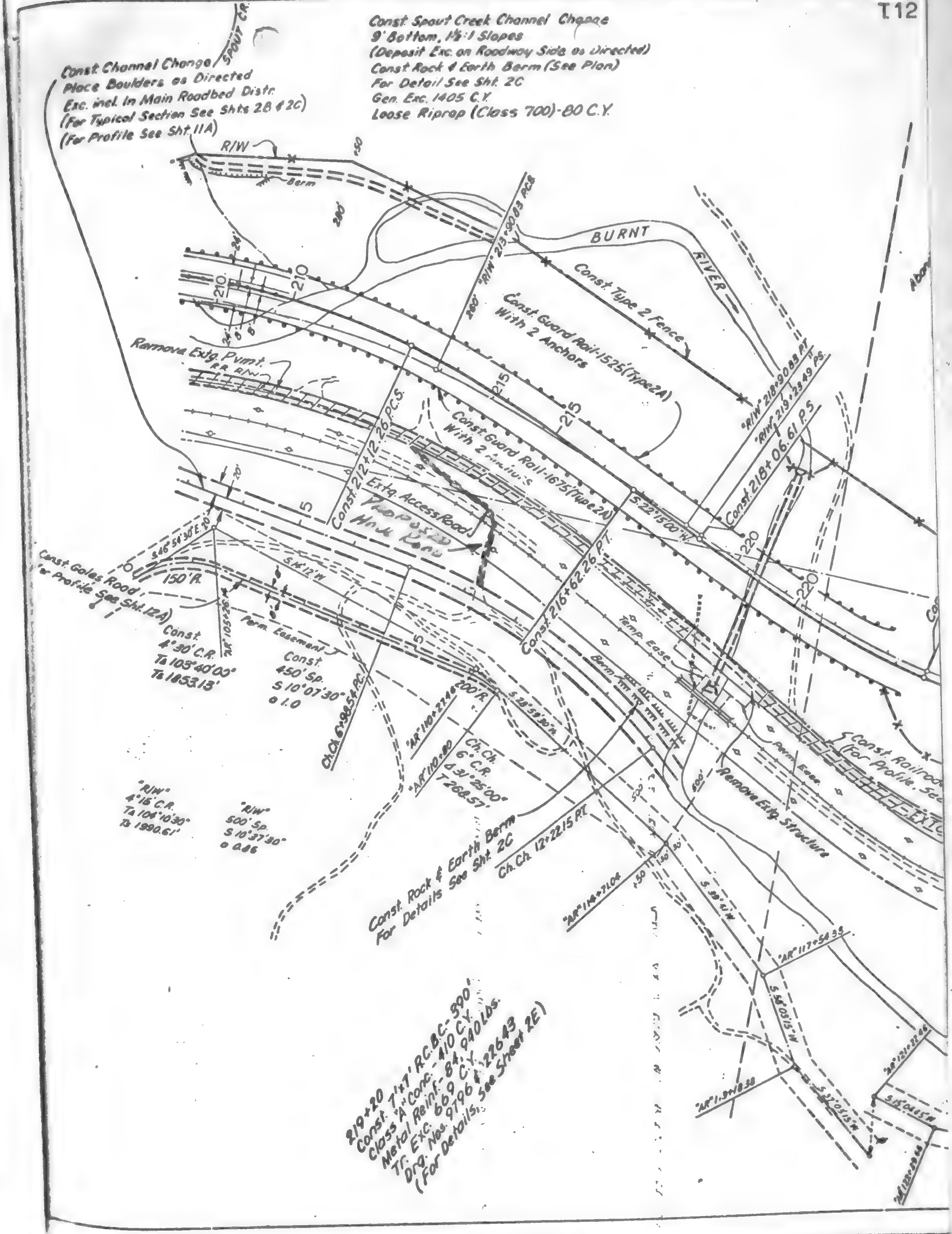
George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe
A. E. Johnson
W. E. Schwartz
L. V. Blickenstaff
H. W. Gerlach

RECEIVED
MAY 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Note to Mr. Schwartz: It may be necessary for the contractor to obtain additional insurance coverage for this work. Please see that it is acquired.

T12


Const. Spout Creek Channel Change
9' Bottom, 1½:1 Slopes
(Deposit Exc. on Roadway Side as Directed)
Const. Rock & Earth Berm (See Plan)
For Detail See Sht. 2C
Gen. Exc. 1405 C.Y.
Loose Riprap (Class 700)-80 C.Y.
SPOUT CR.
Const. Channel Change
Place Boulders as Directed
Exc. incl. In Main Roadbed Distr.
(For Typical Section See Shts. 2B & 2C)
(For Profile See Sht. 11A)
R/W
Berm
+50
280
"R/W" 213+90.83 P.C.S.
BURNT
RIVER
Const. Type 2 Fence
Const. Guard Rail-1525' (Type 2A)
With 2 Anchors
210
210
215
215
220
220
220
Remove Extg. Pvmt.
R.R. R/W
Const. Guard Rail-1675' (Type 2A)
With 2 Anchors
Const. 212+12.26 P.C.S.
Extg. Access Road
Proposed
Haul Road
"R/W" 218+90.83 P.T.
"R/W" 219+23.49 P.S.
Const. 218+06.61 P.S.
S. 22°15'00" W.
Const. 216+62.26 P.T.
5
5
20'
S.46°54'30" E. 20'
Const. Gales Road
(For Profile See Sht. 12A)
150' R.
S.14°12' W.
"AR" 105+26
Perm. Easement
Const.
4°30' C.R.
Δ 103°40'00"
T 1853.13'
Const.
450' Sp.
S 10°07'30"
a 1.0
Ch.Ch. 6+98.54 P.C.
"AR" 110+27.46
200' R.
S. 28°59'30" W.
"AR" 110+80
Ch.Ch.
6° C.R.
Δ 31°25'00"
T 268.57'
Temp. Ease.
Berm
Perm. Ease.
Remove Extg. Structure
Const. Railroad
(For Profile, Sec
EXTG
"R/W"
4°15' C.R.
Δ 106°10'30"
T 1890.61'
"R/W"
500' Sp.
S 10°37'30"
a 0.86
Const. Rock & Earth Berm
For Details See Sht. 2C
Ch.Ch. 12+22.15 P.T.
500'
500'
+50
+50
"AR" 114+71.04
S. 39° W.
"AR" 117+54.35
S 54°05'15" W
"AR" 119+18.38
S 31°05'15" W
"AR" 121+22.66
S 15°04'45" W
"AR" 122+28.88
219+20
Const. 7'x7' R.C.B.C.-390'
Class "A" Conc.-410 C.Y.
Metal Reinf.-84,940 Lbs.
Tr. Exc. 669 C.Y.
Drg. Nos. 9796 & 22643
(For Details See Sheet 2E)

RECEIVED
MAY 8 - 1972
FOR FILING

Form FHWA-121 (67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7395

DATE: April 27, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch-Weatherby Section
Adjustment in Idaho Power Company's Lines
Within the Nelson Point Waste Area

Keasey- Litchfield
attn Dolman
cy
5-3-72

cy- W.E. Schwartz
5-4-72

The revision in the proposed adjustment of the Idaho Power Company's power lines through the Nelson Point Waste area on the above project is approved as described in Mr. Preston's April 19, 1972 letter. The original plan was covered under State Force Order No. 13 approved effective February 16, 1972. Please submit a revised State Force Order reflecting the increase in costs.

5-3-72
al

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MAY 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAY 1 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Gen'l files

DATE April 25, 1972

TO W. E. Schwartz, Regional Engineer
LaGrande

7395

FROM

C. T. Keasey, Construction Engineer

SUBJECT Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Channel Erosion Complaint
Burnt River Soil and Water Conservation District

Enclosed is correspondence and a sketch map from Walter Shumway, Chairman of the Burnt River Soil and Water Conservation District concerning erosion in the new channel change opposite Stations 210 to 220 on the subject section.

This you will recall we viewed on our last trip through that area and decided that nothing should be done unless complaints were received. It appeared that the channel was stabilizing itself and that there would be little if any further erosion and/or bank damage.

Would you please re-investigate this especially with regard to the bank erosion in the vicinity of Station 221 in the old river bank directly opposite the lower end of the channel change to see if correction is warranted. Also, please discuss this with Mr. Shumway and see if an agreeable solution can be reached.

NOTED
A. E. JOHNSON

CTK:fw
Enc.
cc A. E. Johnson

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 19, 1972

Mr. R. E. Simpson
Division Engineer
477 Cottage N. E.
Salem, Oregon 97301

7395

Re: Idaho Power Company Adjustment
Bubbs Ranch-Weatherby Section
(Nelson Point Waste Area)
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395

Dear Sir:

Attached are two copies of the following data pertaining to this project:

1. A revised estimate of cost to adjust the Company's facilities, dated April 7, 1972.

2. A sketch showing their proposed relocation.

NOTED
A. E. JOHNSON

The original plan called for Idaho Power Company to raise the existing line through the waste area. State Force Order No. 13, which has been approved by your office effective February 16, 1972, reflected a preliminary estimate of cost of $4,370 for this work. Later this estimate was revised to $5,500.

As the result of a later study, it was determined to be more desirable to relocate the poles on an alignment nearer to the railroad spur. The above mentioned revised estimate dated April 7, 1972, reflects the new alignment.

The existing line has a prescriptive right of occupancy on Oregon Cement Company property. A certification to that effect will be submitted later.

The State is not entitled to a credit for expired life under the provisions of Paragraph 9b (l) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length. There will be no betterment derived from the proposed alignment of the Company's facilities.

Your approval of the revised agreement, as evidenced above, and confirmation of your previous authorization to proceed, effective February 16, 1972, is requested.

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
Enclosure
cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
MAR 28 1972
FOR FILING

Salem, Oregon
March 23, 1972

MEMO TO THE FILES

7395

RE: Burnt River Crossing of the Waste
Road Near Nelson Point
Bubbs Ranch-Weatherby Section
Contract No. 7395

On March 21, 1972 Chuck Fredrickson and I inspected the crossing of the Burnt River at the area where the waste roadway crossed the river. Attached are four photographs showing this area at this time.

Previous to our inspection, three 60-inch pipes plus three additional 48-inch pipes, as shown in Photo 2, had been installed on this. Shortly after these pipes had been installed, there was an abrupt increase in the runoff in the river which necessitated the removal of these pipes to allow the water to go on down the canyon. Pipes were not adequate for the flow of the water and it was backing up to some extent and was causing what the Railroad considered to be a potential possibility of softening their railroad fills which were adjacent to the river and upstream. The water at the time of our inspection had approximately a two-foot clearance on the railroad structure which was a spur line into the lime company's deposits.

Upstream some 30 miles or so is the Unity Reservoir which is an irrigation project. Our Resident Engineer and the contractor's superintendent have contacted the irrigation people who operate this reservoir. They state that the water has a possibility of staying in this high condition for several weeks, possibly up to six weeks if the weather conditions remain warm and we get considerable runoff in the higher areas from the snow conditions.

The contractor claims that he has a very short period of hauling on his work until this waste area will be needed. We have estimated approximately a week. Therefore, the contractor has proposed the erection of a one-lane roadway bridge across the Burnt River at this point instead of the pipe system which has proved inadequate.

At the Huntington maintenance yards, the State has a number of "I"beams which have been salvaged from other bridges up and down the river. The contractor proposes the use of these "I"beams, some of which are around 70 feet or so long, then placing a wooden deck on top of these "I"beams to make a span across the river. He plans on setting these "I"beams on some smaller "I" beams which will be set on a rock foundation on either side of the river.

Attached is a sketch showing his proposed plan. It is his proposal that the State furnish these "I"beams and that he will furnish the balance of the wooden

NOTED
A. E. JOHNSON

deck and the labor to erect this structure. He has made two estimates of cost for the erection of this structure, one of them being approximately $4,000 and the other about $6,000. This gives an average of somewhere around $5,000. He proposes that this cost be split between the State and himself. These costs include the loading, transportation to the site, the preparing of the rock foundation on either side of the structure, the erection of the bridge, and finally the tearing down and haul back to the original site of the beams. The contractor would be willing to do this on force account work with the State paying half of the expenses of the erection and removal of the structure or he would be willing to make a lump sum charge to the State of about $2,500 for this work.

It is thought that we have two alternates here. One is to wait until we are sure that the water is down and will not come up again and then replacing the 60-inch pipes to provide a crossing of this channel or to go ahead with this structure as the contractor proposes. If we wait, there is a possibility that it will take about six weeks before we are sure that the water will have receded and will stay down enough to be able to be sure of the crossing with the pipes. This will mean a delay probably in the work of the hauling of any material in this area for approximately that time. The other alternate, of course, is the construction of this one lane bridge that the contractor has proposed. He claims he can erect this bridge in about a three-day period and thus will be able to continue with his operations.

It is our opinion that probably we should construct this bridge at this time. Chuck Fredrickson has checked out the computations for the strength of this bridge and has found them to be adequate. The Region office is also checking the contractor's costs as they have given us on the one estimate. The cost estimate that is attached with their sheets which is $6,600 is the superintendent's estimate of the cost. I will also have Ed Johnsen review these costs as soon as I return to headquarters.

As for the photos, Photo 1 shows a scene looking at the proposed crossing and also upstream the railroad spur bridge. Photo 2 is also a scene looking in the same area only at the righthand side shows the three 48-inch pipes which had been installed. Photo 3 shows a close-up view of the railroad spur bridge structure and on the other side of this structure shows the water in Burnt River as it is at the present time which is adjacent to the mainline of the railroad. Photo 4 is looking downstream from the crossing and shows the existing County bridge, I believe, that is in place at this time which serves a few farmers and also the lime plant installation at this area.

John H Walker

JHW:fw
Attach.
cc: A. E. Johnson
W. E. Schwartz

John H. Walker
Quality Control and Training Engineer

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

7395

March 14, 1972

Niedermeyer-Martin Co.
1727 N. E. 11th Avenue
Portland, Oregon 97212

Attention: Robert Gilsdorf

Gentlemen:

In response to your letter of March 9, I have been advised that a payment of $43,127.30 on Contract 7395 was mailed to the contractor February 29, 1972, as part of a payment of $52,586.37 on Estimate No. 9 through February 5, 1972.

If this does not take care of the matter, let us know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

Niedermeyer
Martin

REFERRED TO Program - [illegible]
BY SECRETARY

March 9, 1972.

State of Oregon,
Highway Department,
Salem, Oregon.

Attention: Estimate Department.

Subject: Contract No. 7395,
BAKER COUNTY, BUBBS RANCH-WEATHERBY SECTION
OF THE OLD OREGON TRAIL -
Our Order No. 22209-RG.

Gentlemen:

On the above referenced contract because the median barrier was deleted from the contract, the State of Oregon on their price agreement dated Sept. 9, 1971 agreed to take the material manufactured for the job into stockpile at La Grande, Oregon. On October 14, 1971, we started shipping to the stockpile. Shipment of the guardrail posts and blocks was completed on Jan. 18, 1972. Our invoices to the subcontractor, Vern Hoaglin Construction Co. Inc., total $37,501.70. Vern Hoaglin Construction Co. Inc. advises that to date the State has only paid $27,384.74.

We do not feel that it is fair to ourselves as a material supplier, or to Vern Hoaglin Construction Co. Inc., the subcontractor, for this long delay in payment. Anything that can be done to make immediate payment for this material would be appreciated.

If prompt payment is not made, we have no alternative but to back-charge the State of Oregon for the interest on our money.

Your prompt attention to this matter would be appreciated.

Thank you.

Cordially,

NIEDERMEYER-MARTIN CO.,

By Robert Gilsdorf.

Flagd for [illegible]
$43,122.38 was moved to
contractor 2/4/72 as
part of $52,586.37 paid on pr. estimate for work done
thru 2/[illegible]/72

RG:cp

cc: Vern Hoaglin Construction Co. Inc.,
P.O. Box 187,
Cornelius, Oregon 97113.
Attention: Mr. Bob Wong.

cc: Hughes-Ladd & McConnell,
P.O. Box 235,
Durkee, Oregon 97905.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

7395

Fo E-306—3M—3-49

EFFECTIVE DATE 3-10-72
ent upon modification of pro-
if additional funds are
d

STATE COPY 6-11

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Bubbs Ranch-Weatherby Sec.

Date: March 3 4-11-72, 1972

Highway: Old Oregon Trail

Contract No.: 7395

County: Baker

Prefix: 601-1071

Contractor: Hughes-Ladd & McConnell

F. A. Project No.: I-80N-7(29)327

Address: Box 235, Durkee, Ore. 97905

Order No.: ~~Supp.~~ 25 Suppl. #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pay the premium on an insurance policy the contractor is required to furnish under the terms of the waste area agreement with the Oregon-Portland Cement Co.

This estimate includes allowances. Percentage to be allowed the contractor are in accordance with the executed contract for this project.

To Const. 4-13-72

Location by station numbers:

NOTED
A. E. JOHNSON

1405 - 1428

Estimate of quantities and cost:

$500,000.00 & $1,000,000.00 Bodily Injury & Death
$500,000.00 & $1,000,000.00 Property Damage

Premium for 2 months - - - - - - - -$100.00

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This insurance is required under the terms of the waste area agreement with the Oregon-Portland Cement Co. R/W File #41955.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.47

Present estimate of project cost, including $100.00 for work under this order $12,300,000.00

Expected under-run over-run (amount) . over . . $ 282,139.53

Expected under-run over-run (per cent) over . . $ 2.4

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction—Bridge—Engineer

Approval Recommended:

Approved: Assistant State Highway Engineer

7395

Form E-208, 3M—3-49

STATE COPY G-11

EFFECTIVE DATE 3-11-72
[illegible] upon modification of pro-
[illegible] are
Engineer
3-22-72
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Bubbs Ranch-Weatherby Sec.	Date,	March 1, 1972
Highway	Old Oregon Trail	Contract No.	7395
County	Baker	Prefix	601-1071
Contractor	Hughes-Ladd & McConnell	F. A. Project No.	I-80N-7(29)327
Address	P. O. Box 235, Durkee, Ore. 97905	Order No.	26

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct a waterproof membrane on the bridge deck at the Nelson Interchange, using "Uniroyal Membrane 6125".

This extra work order cancells that portion of EWO #18 which called for Phillips Petroleum Co. membrane on Bridges #8528 & 8528A.

2 Copies 3-27-72

Location by station numbers:

Br. #8528 & 8528A Sta. 1388+50

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

NOTED
A. E. JOHNSON

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor & Equipment Rental	$7,800.00
Materials	1,000.00
Total	$8,800.00

(1,600 Sq. Yds.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated and not provided for in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.47

Present estimate of project cost, including $8,800.00 for work under this order $12,300,000.00

Expected under-run over-run (amount) . . over . . $282,139.53

Expected under-run over-run (per cent) . over . . $2.4

Space to right of this line is for use of Salem Office

Submitted by: R. Blickenstaff
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer

Approved: A. E. Johnson
Assistant State Highway Engineer

1315

x3-3M-3-49

STATE COPY G-1P

[illegible] EFFECTIVE DATE 2-16-72
[illegible] upon modification of [illegible]
[illegible]ment if additional [illegible]

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Bubbs Ranch-Weatherby Section	Date,	February 17 4-11-72 19 72
Highway	Old Oregon Trail	Contract No.	7395
County	Baker	Prefix	601-1071
Contractor	Hughes-Ladd & McConnell	F. A. Project No.	I-80N-7(29)327
Address	P. O. Box 235, Durkee, Ore. 97905	Order No.	25

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Haul, install and remove culvert pipe required for a haul road crossing of Burnt River Rt. of Sta. 1428. Place materials in haul road crossing. Excavate and haul materials required to remove haul road crossing of river. Provide highway flagmen required where hauling vehicles cross traffic at Sta. 1428. Provide a dump man when hauling vehicles are dumping close to the power lines in the waste area.

to Const. 4-13-72

Location by station numbers:

1405 - 1428

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

RECEIVED
APR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	$7,580.00
Equipment Rental	3,000.00
Materials	120.00
	$10,700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is required to provide a waste area for Approx. 225,000 Cy. of excess materials resulting from revised slopes. The waste area is located on the Oregon-Portland Cement Co. property west of Burnt River and opposite Hwy. Sta. 1405-1425.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47	
Present estimate of project cost, including $10,700.00 for work under this order	$12,300,000.00	
Expected under-run over-run (amount) over	$ 282,139.53	
Expected under-run over-run (per cent) over	2.4	

Space to right of this line is for use of Salem Office

Submitted by: F. Blickenstaff
Resident Engineer

Approval Recommended:
Construction—Bridge—Engineer

Approval Recommended:

Approved:

7395

Form A-105 (Rev. 6-70)

STATE FORCES NOT INVOLVED

STATE COPY G-1

OREGON STATE HIGHWAY DIVISION

ED EFFECTIVE DATE 2-16-72
ent upon modification of pro-
greement if additional funds are
required
Engineer

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

~~Contract No.~~ 7395

Order No. 13

3/10/72

LC

Section Bubbs Ranch-Weatherby

Date February 17, 1972

Highway Old Oregon Trail

F.A.P. No. I-80N-7(29)327

County Baker

Prefix 601-1071

Account No. 285-13

Description of Work To Be Done:

Raise 4 power poles (Idaho Power Co.) in a proposed waste area on Oregon-Portland Cement Co. property at Nelson.

Location by Station Numbers:

Approx. 1413, 1415+80, 1418+60, 1421+40
800 feet right.

NOTED
A. E. JOHNSON

To Const. 3-15-72

Estimate of Quantities and Costs:

Labor	$1,956.00
Overtime (If required)	507.00
Equipment Rental	485.00
Materials	1,200.00
Overhead	419.00
	$4,567.00
Less salvage credit	197.00
Total	$4,370.00

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Explanation:

These poles are on private property in a proposed waste area and it is necessary to raise them to provide required clearance.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization		$12,017,860.47
Present estimate of project cost, including $4,370.00 for work under this order		$12,300,000.00
Expected ~~under-run~~ over-run (amount)	over	$282,139.53
Expected ~~under-run~~ over-run (per cent)	over	2.4

Space to right of this line is for use of Salem Office

Submitted by: J. Blickenstaff
Resident Engineer

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer
C.H.L.

Approved: A. E. Johnson
~~Construction Engineer~~ Ass't Hwy Engr

SP*72

RECEIVED
FEB 16 1972
FOR FILING

I-80N-7(29)327
7395

February 15, 1972

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your February 22 meeting an agreement among the Union Pacific Railroad Company and Baker County providing for the construction of the Bubbs Ranch-Weatherby and Weatherby-Lime Sections of the Old Oregon Trail Highway in Baker County.

The agreement formalizes the provisions set forth in the permits of entry for the Weatherby-Lime Section which was signed by the Highway Commission April 21, 1970, and the Bubbs Ranch-Weatherby Section which was signed by the Highway Commission June 2, 1970.

This agreement will require the State to bear an expense estimated to be $254,125, with all but approximately $25,000 eligible for full participation by the Federal Highway Administration. The Railroad will expend approximately $101,153 as their share of this agreement, and Baker County will contribute $6,000.

This agreement has been approved by the Federal Highway Administration and Baker County. Your approval is recommended.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TWL:fw kw
cc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Gary L. Ross
Gary L. Sund
F. D. Morgan
T. W. Litchfield
W. E. Schwartz

RECEIVED
1 - 1972

FOR FILING

I-80N 7(-7)327
7395

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

472

Dear Sir:

Re: Inspection on Asphalt Concrete
Your File 10-35-DA

Your memorandum of January 11 has been reviewed and discussed with our Region personnel, especially regarding the findings of what you term variation in practice. We also think our overall project control is quite good; however, occasionally something may occur or appear which is not always the best practice. Following are comments regarding the findings noted in your report:

LA GRANDE SECTION

(a) Variation of aggregate temperatures from 160° to 450° when plant was producing asphalt concrete for shoulders.

This operation at the time of inspection was reported to be somewhat erratic due to several reasons. Production per day was in the vicinity of 800 to 1,000 tons, which is low for the size plant on hand. This was partially due to a shortage of hauling vehicles and also to the fact that the contractor was pre-drying the 3/4" to 1/4" size aggregate between rounds of the trucks, as the stockpiles were wet and he was having moisture problems. This caused an intermittent operation at the plant, resulting in variation of aggregate temperatures. Estimations were that the plant was operating only about half of the time.

(b) Original data Inspector obtained while checking amount of asphalt in storage tanks not a part of the permanent record.

Evidently, some tank readings were noted on a piece of paper and later the data was transcribed to a regular form. The original paper on which the data was taken was evidently not retained. We are advising our personnel to retain original data.

BUBBS RANCH-WEATHERBY SECTION

(a) Rubber-tired roller being used for breakdown operating over normal speed.

The Inspector was advised of this at the time it was noticed and he immediately instructed the contractor to slow it down to the proper speed. The corrective action was immediately taken.

(b) Too much compactive effort on center portion of panel by vibratory roller.

This is a questionable finding; however, this next season, we will be able to make rapid tests with our nuclear density gauges which will enable us to tell how much rolling can be done without harm to the pavement.

(c) A large amount of dust being ejected into the atmosphere by the hot plant.

Before this was brought up by the Federal Highway Administration Area Engineer, Messrs. Alfred Shirley and John Walker contacted the contractor and discussed this situation with him. The contractor was at that time contacting the A.C. plant manufacturer regarding the emissions which were not only dust but also poor combustion in his drying drum. It appeared that the dust collector was not operating efficiently, causing excess dust. While the contractor made some progress in dust alleviation before he shut down for the winter, there was still a considerable amount of dust in the air. He claimed he had the blessing of the authorities involved, but he was warned that improvement would no doubt be necessary when he started next spring.

(d) Weigh tickets for asphalt cement not being kept as permanent records.

This evidently is about the same situation as was found on the LaGrande Section where original data was copied and then the original not retained. This matter, as previously stated, will be discussed at our Resident Engineer-Inspector meetings.

WEATHERBY-LIME SECTION

(a) Traffic control poor since contractor did not have proper equipment and manpower to handle the situation.

If the instance referred to is the same as the one reported, the contractor was conducting a normal paving operation in the median area with a windrow operation. He inadvertently got too much material in the windrow and some of it built up too high in the machine hopper and spilled into the adjacent traffic lane. Traffic in that lane was stopped while cleanup operations were made. After about ten minutes, our Resident Engineer ordered traffic be let past, so one of our Inspectors helped direct traffic for a short period while the contractor was attempting to get additional flagmen. This may have involved approximately ten to fifteen minutes.

We have on the agenda for our Resident Engineer-Inspector meetings subject matter relating to traffic control and construction signing. Instances such as this will be added to our discussions in an attempt to eliminate State personnel helping direct traffic except in an emergency.

BALDOCK SLOUGH-RICHLAND INTERCHANGE SECTION

(a) Temperature of asphalt concrete aggregates frequently found to be above the 325° specified.

About all that can be said here is that the period was during late fall when lower air temperatures were occurring and a near maximum laydown mix temperature was desirable to allow sufficient time for compaction.

GENERAL

Your findings note that sometimes a month's time elapsed from when asphalt concrete samples were taken until the laboratory test results were received by the Resident Engineer.

We are now trying to shorten this time period. There are several things involved. Sometimes a short period occurs before the cores or samples are shipped, especially if a weekend is involved. We have noted some delay in transit. Also, there are certain times when paving is going on all over the State and a stockpile of materials waiting to be tested accumulates at the Materials Section.

In some instances, some delay can be tolerated. However, at other times, there is a necessity for the field to know the test results as soon as practical. A procedure is being instigated wherein a Resident Engineer will ask for special consideration on getting results when he needs immediate answers. Such periods would be at the start of a project or if he is experiencing problems. This method will help. In addition, we are instructing the field to eliminate as much delay as possible. The Materials Section is taking the same steps.

As stated previously, these matters are being reviewed with our field personnel so corrective measures can be taken. There is no indication that any detrimental effects are evident from any of the above-discussed items.

Very truly yours,

George M. Baldwin
Administrator

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan

JHW:fw/AEJ:ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson
Pusso
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 17 1972
CONSTRUCTION
DIVISION

SUBJECT: Oregon Project I-80N-6(42)256
La Grande Section
#7337 — Oregon Project I-80N-7(29)329
Bubbs Ranch - Weatherby Section
#7395 — Oregon Project I-80N-7(30)333
Weatherby - Lime Section
#73[illegible] — Oregon Project I-80N-7(31)296
Baldock Slough - Richland Interchange Section
#7491 — Old Oregon Trail Highway
Stage Inspection

The asphaltic concrete phase of construction was inspected on the above projects between November 9 - 11, 1971. The individual reports for each project have been previously submitted to you for your review.

The project control on all the projects was very good and your personnel are to be commended for their diligence and the quality of their work. As can be expected there was some variation in practices that could cause problems. The word "could" is used because no evidence that either the quality of the products or the veracity of the pay quantities was affected.

The findings of the four inspections are summarized as follows. Please refer to the individual inspection reports for the details of each finding.

La Grande Section - The records indicate the aggregate temperatures varied from 160° to 450° when the plant was producing asphaltic concrete for the shoulders.

The original data the inspector obtained while checking the amount of asphalt in the storage tanks was not part of the permanent record.

FBK
Police up

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Bubbs Ranch - Weatherby Section - The rubber-tired roller being used for breakdown was being operated at speeds greater than normally accepted.

It appeared there may have been too much compactive effort on the center portion of the panel. This compaction was being done with a Dynapack vibratory roller.

There was a large amount of dust being ejected into the atmosphere by the hot plant. Dust from the plant was falling over 2 miles away from the plant.

The weigh tickets for the asphaltic cement were not being kept as part of the permanent records.

Weatherby - Lime Section - The traffic control was poor because the contractor did not have the proper equipment nor enough flagmen to handle traffic. In one case, State personnel helped to control traffic when the situation got pretty bad. This situation could have been prevented and it is recommended that in future similar cases the contractor be shut down until he can handle traffic safely.

Baldock Slough - Richland Interchange Section - The records indicate the temperature of the asphaltic concrete aggregates were frequently above the specified maximum of 325°.

? 6 General - Frequently up to a month elapsed between when the asphaltic concrete sample was taken and the project received the test results.

RECEIVED
JAN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-[illegible]N-7(27)327

Form E-203 (Rev.)—5M—4-55

7395

STATE COPY 5-18

[illegible] DATE 1-31-72
[illegible] upon modification of pro-
[illegible] if additional [illegible] are

Dist. Engineer

2-7-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bubbs Ranch-Weatherby Sec.
Date January 24, 1972

Highway Old Oregon Trail
Contract No. 7395

County Baker
Prefix 601-1071

Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327

Address Box 235, Durkee, Ore. 97905
Order No. 24

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove & dispose of unstable material from a cut slope. Approx. 35,000 C.Y.

To Const 2-18-72

Location by station numbers:

100 - 106

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Estimate of quantities and cost:

Equipment Rental		$75,000.00
Labor		25,000.00
Materials		5,000.00
	Total	$105,000.00

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Materials are outside of the neat roadbed cross section and are to be removed and disposed of under Section 203.46 of the Standard Specifications.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.47

Present estimate of project cost, including $105,000.00 for work under this order $12,017,860.47

Expected under-run / over-run amount $0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Sumbitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Rea Const

Approved Deputy State Highway Engineer or Assistant State Highway [illegible]

Form E 2nd (Rev.)—9M—4-66

I-80N-7(29)327
7395

STATE COPY 6-18

ED EFFECTIVE DATE 2-22-72
tingent upon modification of pro-
agreement if additional funds are
ired.
Dist. Engine

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bubbs Ranch-Weatherby Sec.

Highway Old Oregon Trail

County Baker

Contractor Hughes-Ladd & McConnell

Address Box 235, Durkee, Ore. 97905

Date January 24 19 72
2-1-72

Contract No. 7395

Prefix 601-1071

F. A. Project No. I-80N-7(29)327

Order No. 23

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate soft spots in the old road under the slide area at Rattlesnake Springs and patch with premixed bituminous materials.

To Const 2-18-72

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

115-135

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	$750.00
Materials	400.00
Equipment Rental	350.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

NOTED
TOM EDWARDS

This breakup of the pavement due to freezing and thawing is on the old road which is now being used by traffic and not on a planned detour which the contractor is responsible for.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $1,500.00 for work under this order	$12,017,860.47
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Sumbitted by: R. Blickenstaff
Resident Engineer

Approval Recommended: Alfred Shirley
Division Engineer
Reg Const

Approval Recommended: Admin
Construction Engineer or ~~Bridge Engineer~~

Approved R. D.
~~Deputy State Highway Engineer or~~
~~Assistant State Highway~~ Engineer
Programming

State Printing 93002

RECEIVED
JAN 26 1972
FOR FILING

I-80N-7(29)327
7395

January 24, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project No.I-80N-7(29)327

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 4, supplemental No. 2, Contract No. 7395, covering an increase in the costs of providing railroad protective insurance for the grade crossings on the Dobbs Ranch-Weatherby Section of the Old Oregon Trail Highway in Baker County.

This increase is necessary to cover an extension in the time that the detour grade crossings will be required to complete the work in the Rattlesnake Springs Area.

The estimated cost of this order is $500.00 with Federal participation in the amount of $450.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 10, 1971.

Your approval as of October 10, 1971 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

BMW:alc

I-80N-7(29)327

Form A-103 (Rev. 8-70)

RECEIVED
FEB 16 1972

7395

STATE COPY

G-11

APPROVED EFFECTIVE DATE 2-2-72
Contingent upon modification agreement if additional funds required
BY
Dist. Engineer

C

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7395

DATE 2-10-72
FEDERAL HIGHWAY ADMINISTRATION

Order No. 11

Section Bubbs Ranch - Weatherby

Date January 11, 1972

Highway Old Oregon Trail

F.A.P. No. I-80N-7(29)327

County Baker

Prefix 601-1071

Account No. 290-11

Description of Work To Be Done:

Document credit to project for salvaged piling transferred to maintenance.

Location by Station Numbers:

NOTED
A. E. JOHNSON

Estimate of Quantities and Costs:

Lump Sum (630 lin. ft.) - $ 945.00

To Const 2-18-72

Explanation:

This order is for the sole purpose of entering the credit on the pay estimate form.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $ -945.00 for work under this order	$12,017,860.47
Expected under-run over-run (amount)	$ -0-
Expected under-run over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: L. V. Blickenstaff
L. V. Blickenstaff, Resident Engineer

Approval Recommended: Admin.
For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:
Regional Engineer
Br.

Approved: R. J.
~~Construction~~ Engineer
Programming

SP*73830-734

Form E-306 (Rev.)—6M—4-66

I-80N-7(29)327
7395

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-3-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 12-27-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.
Date December 10, 19
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address P. O. Box 235, Durkee, Ore. 97905
Order No. 22

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and dispose of slide material from the North end of the Rattlesnake Springs cut.

Lx Conct. 12-24-71

NOTED
A. E. JOHNSON

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

114 - 120

Estimate of quantities and cost:

Equipment Rental	$232,000.00
Labor	74,000.00
Materials	6,000.00
Total	$312,000.00

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide removal as per Sec. 203.46 of the Standard Specifications.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $312,000.00 for work under this order	$12,017,860.47
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Sumbitted by:
Resident Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:

Approved

RECEIVED
DEC 2 971
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 850

La Grande, Oregon 97850

Phone 963-3177

I-80N-7(27) 307

7395

November 29, 1971

Hughes and Ladd and Carl R. McConnell
P. O. Box 235
Durkee, OR 97905

NOTED
A. E. JOHNSON

Gentlemen:

RE: Damage to Railroad Facilities, Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway, Baker County, Contract No. 7395.

You will find attached a copy of a letter from the Union Pacific Railroad dated November 17, 1971, wherein they complain of your operations in the vicinity of railroad M.P. 373.2 and advise that your operation damaged their track at approximately 2:25 a.m. on November 17, 1971.

The conduct of your work throughout this project adjacent to the railroad has caused considerable concern to the railroad people and you have been directed in Mr. Blickenstaff's letters dated April 1 and June 22, 1971 to police your operations in such a way as to minimize damage to railroad facilities.

This occurrence prompts this office to direct you to conduct no operations after dark that will endanger railroad facilities. You are instructed to give adequate notice to the railroad to provide protective personnel when you contemplate any activities which will endanger railroad facilities.

The cost of the damage to railroad facilities caused by your operations will be deducted from future estimates.

Yours truly,

H. S. Coulter
Regional Engineer

By

Alfred Shirley

Alfred Shirley, Jr.
Regional Construction Engineer

RECEIVED
DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AS:sh
Attachment

cc Hughes & Ladd, Inc., P.O. Box 756, Redding, CA 96001 w/copy RR letter
A. E. Johnson ~~w/~~copy RR letter
F. D. Morgan "
T. W. Litchfield "
L. V. Blickenstaff "

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON
97208

November 17, 1971

D 315 - 2 - 129

U. S. Certified Mail
Return Receipts Requested (3)

Routing
Morgan
Decker
Bond
Peace
Swan
Glann
Litchfield
Gallagher

RECEIVED
NOV 19 1971
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Re: Project I-80N-7(29)327, Contract No. 7395

Gentlemen:

This is to advise that at approximately 2:25 a.m. on November 17, 1971, our main track at MP 373.2, Nelson, Oregon, was damaged by your Contractor's operations, requiring replacement of two rails. This damage resulted from scaling operations of your Contractor, Hughes & Ladd, Inc., on the above referenced project. We object strenuously to this type of operation being performed after dark and request that you instruct your Contractors to refrain from any such operations in the vicinity of our trackage except during daylight hours, and then only when a Railroad flagman is present. In this instance, no notice was given to the Railroad that your Contractor would be scaling at MP 373.2.

When the Railroad's costs have been determined in this connection, a bill will be presented.

Will you please kindly acknowledge your receipt of this letter and advise as to your handling with your Contractor.

Yours very truly,

RBHardin

R. B. Hardin
Superintendent

cc:

Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black
Insurance Brokers
255 California Street
San Francisco, California 94119

Form 2-206 (Rev.)—5M—4-66

I 80N-7(29)327
7395

STATE COPY G-1P

APPROVED EFFECTIVE DATE 8-9-71
Contingent upon modification of project agreement if additional funds are required
By
Dist. Engineer
DATE 12-6-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bubbs Ranch-Weatherby Sec.

Date Nov. 24 1971

Highway Old Oregon Trail

Contract No. 7395

County Baker

Prefix 601-1071

Contractor Hughes-Ladd & McConnell

F. A. Project No. I-80N-7(29)327

Address P. O. Box 235, Durkee, Ore. 97905

Order No. ~~Supp.~~ 17 Suppl #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Drill a third hole in the cut at Rattlesnake Springs to be used to install a slope indicator. This is in addition to the two holes called for on EWO #17.

To Const 12-8-71

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers: 116
122
116+50 (additional hole)

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

EWO #17	$275.00
Overrun on EWO #17	$155.00
Addn'l. Labor	60.00
Addn'l. Equip. Rental	220.00
Total	$710.00

RECEIVED [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These holes are required to install slope indicators and there are no provisions in the contract for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $ ~~710.00~~ 435.00 for work under this order	$12,017,860.47
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

NOTED
TOM EDWARDS

Sumbitted by: J. H. Blickenstaff
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved R. D. Ackerman
~~Deputy State Highway Engineer or~~ ~~Assistant State Highway Engineer~~

RECEIVED
NOV 26 1971

OREGON STATE
HIGHWAY DIVISION

7395

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 22, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

RE: Track Damage - November 17, 1971
Railroad M.P. 373.2
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
YOUR FILE: D 315 - 2 - 129

Gentlemen:

This will acknowledge receipt of your letter dated November 17, 1971 regarding your proposal to present a bill for damage when your costs have been determined.

Appropriate instructions to our contractor are being issued to prevent another instance of this kind in the future.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. JOHNSON

By

F. D. Morgan
Construction Engineer

TWL:fw

cc: Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black
Insurance Brokers
255 California Street
San Francisco, California 94119

bc: A. E. Johnson - (w/copy of UPRR letter)
V. E. Skoog "
H. S. Coulter "
L. V. Blickenstaff "
H. M. Fillmore "

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON
97208

November 17, 1971

D 315 - 2 - 129

U. S. Certified Mail
Return Receipts Requested (3)

Routing
Morgan
Peace

RECEIVED
NOV 19 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Re: Project I-80N-7(29)327, Contract No. 7395

Gentlemen:

This is to advise that at approximately 2:25 a.m. on November 17, 1971, our main track at MP 373.2, Nelson, Oregon, was damaged by your Contractor's operations, requiring replacement of two rails. This damage resulted from scaling operations of your Contractor, Hughes & Ladd, Inc., on the above referenced project. We object strenuously to this type of operation being performed after dark and request that you instruct your Contractors to refrain from any such operations in the vicinity of our trackage except during daylight hours, and then only when a Railroad flagman is present. In this instance, no notice was given to the Railroad that your Contractor would be scaling at MP 373.2.

When the Railroad's costs have been determined in this connection, a bill will be presented.

Will you please kindly acknowledge your receipt of this letter and advise as to your handling with your Contractor.

Yours very truly,

R. B. Hardin
Superintendent

cc:

Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black
Insurance Brokers
255 California Street
San Francisco, California 94119

RECEIVED
DEC 1 - 1971

FOR FILING
I-5 A 1127
7395

Salem, Oregon
November 18, 1971

NOTED
A. E. JOHNSON

MEMO TO THE FILES

RE: Status of Rattlesnake Cut
As of November 11, 1971
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway

On the recent inspection trip to Eastern Oregon, Bud Shirley and I inspected the cut at the Rattlesnake Springs area where we had the detour crossing the railroad to allow more room for construction. The cut at the present time has been brought down on a 1-1/4:1 slope to within an approximate 40-feet above finish highway grade. The traffic has been removed from the detour and is back on the original highway alignment. Attached Photos 1, 2, 3 and 4 show the area from a grade view as of this date.

At the top of the cut the slope has been laid back to a 1-1/2:1 and an approximate 30-foot bench built. The bench is some 40 feet below the top of the cut. As shown by Photos 5, 6 and 7, cracking in the bench and the slope is occurring and additional work at this area is indicated.

It was recommended that Ed Johnsen view this situation and make a report. He is doing this now.

It would also be recommended that the detour remain as it is until the work on the cut has been completed. Ted Litchfield is working with the Railroad on this and it is thought he has made the agreement with the UPRR to this effect.

John H. Walker

John H. Walker
Quality Control and Training Engineer

JHW:fw
Attach.
cc A. E. Johnson

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 11 19
FOR FILING
~~UTILITY UNIT~~

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON 97310 Phone 378-6511

NOTED
A. E. JOHNSON

I-80N-7(29)327

7395

Mr. D. A. Haakenson, Supervisor
Transportation Services
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

ATTENTION: Mr. L. V. Topaz
Transportation Specialist

November 10, 1971

Re: Closure of Rattlesnake Springs
Detour
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
PUX 790 SXF 554
Order No. 71-160

Gentlemen:

On March 19, 1971, you issued the above captioned Order authorizing the construction of two grade crossings of the Union Pacific Railroad Company's tracks at their Mile Posts 373.92 and 374.08, which allowed the construction of a detour so that work could proceed in an orderly manner on the highway cut lying northeast of the highway and railroad.

On November 1, 1971, work had proceeded on the highway cut to the extent that the detour could be closed and traffic placed back in its original location on the highway. The detour was closed to highway traffic at 3:30 PM, November 1, 1971.

The Railroad has removed the crossing at Mile Post 373.92. The remainder of the detour is in place and will be removed when it is certain that the need for it no longer exists. The signals installed in accordance with Order No. 71-160 remain in place but are disconnected. The advance warning signals have been removed.

While it is not our intent to reactivate the detour, the possibility still exists that it may be necessary under emergency conditions which would close the highway for a prolonged period. Therefore, we ask that authority for such use be granted by your organization should the need arise.

Your cooperation in this matter has been sincerely appreciated.

Very truly yours,

P. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl

cc: A. E. Johnson
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

Form E-123

Form E-306 (Rev.)—6M—4-66

[illegible]-7(27)3[illegible]

7395

STATE COPY G-1P

APPROVED EFFECTIVE DATE 11-3-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-15-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bubbs Ranch-Weatherby Sec.
Date October 28 1971
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address Box 235, Durkee, Ore. 97905
Order No. Supp. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: EWO #11 provided for installing and removing guard rail and barricade around the temporary detour at Rattlesnake Springs. This supplement provides for using the guard rail and barricades removed on EWO #11 to install guard rail and barricade between the original roadway and the railroad tracks when traffic is removed from the detour and shifted back to the original roadway.

NOTED
A. E. JOHNSON

Location by station numbers:

115-122

To Const 11-22-71

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Estimate of quantities and cost:

EWO #11 as approved - - - - - - - - - - - - - - -	$3,000.00
Additional requested on this Supp. #11	2,000.00
Total	$5,000.00

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NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This rail is required for protection between highway traffic and the railroad. This work was not anticipated and is not part of the contract.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $~~5,000.00~~ 2,000.00 for work under this order	$12,017,860.47
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Sumbitted by J. L. Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved R. D.
Program & Planning
~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

RECEIVED
OCT 26 1971
FOR FILING

I-80N-7(27)327

7395

October 22, 1971

Mr. M. E. Hurd
District Claim Agent
Union Pacific Railroad Company
670 Pittock Block
Portland, OR 97205

414

Dear Sir:

Re: Personal Injury of Glynn W. Whitaker
Dubbs Ranch-Weatherby Section, I-80N
Project No. I-80N-7(29)327
Contract No. 7395, Baker County
Your File: 2181-71

This is in reply to your letter dated September 24, 1971, wherein you advise that Mr. Whitaker was injured while performing his duties as flagman on the subject project at Railroad M.P. 373.2 at 7:30 a.m. on June 11, 1971.

You indicate that as a result of this injury, Mr. Whitaker has sustained a gross wage loss of $2,886.27, and that this loss appears to be the responsibility of the State and/or its contractor.

Inasmuch as we are paying the cost of Mr. Whitaker's wages while he is performing his duties as flagman on this project, which includes a 3 percent additive for Workmen's Compensation insurance, 1 percent for Public Liability, and 3 percent for Health and Welfare, the loss suffered by Mr. Whitaker should be reimbursed by the Railroad to whom the insurance is being paid for this purpose and not by insurance our contractor carries.

Therefore, you are hereby advised that the Highway Division does not consider itself liable for the claim of Mr. Whitaker.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R.L.Porter
Tom Edwards
L.I.Lindas/att
F. D. Morgan/att
T.W. Litchfield/att
H.S. Coulter/att
L.V.Blickenstaff/att
H.M.Fillmore/att

cc Hughes and Ladd, Inc.
R. B. Hardin, UPRR
L. J. Bergmann, UPRR

TWL:dl ms

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE

JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN

ASSISTANT ATTORNEYS GENERAL

October 6, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Corrected copy

Re: Injury Claim
Union Pacific Railroad
Contract No. 7395
Contractor: Hughes and Ladd, Inc.
Claimant: Blynn W. Whitaker

Dear Mr. Edwards:

This is with reference to a letter dated September 24, 1971, from Mr. Melvin E. Hurd, Claim Agent for the Union Pacific Railroad, requesting reimbursement in the amount of $2,886.27 for loss of wages plus other amounts for injury because of an accident suffered by a Union Pacific Railroad employee while performing his duties as flagman on the above contract.

It is my understanding that the amount of money we reimburse the railroad for work that they do on our contracts has included in it three per cent of every hundred dollars of wages paid by the Union Pacific for the purpose of securing liability insurance and health and accident insurance for railroad employees. Inasmuch as we are paying for this insurance, it would certainly seem that it is up to the railroad to take care of any loss that this gentleman might suffer. The fact that he sustained a gross wage loss and may have had other injuries is no reason for the railroad to try and pass this payment to the Oregon State Highway Division.

I would, therefore, suggest that Mr. Hurd be advised that the Highway Division does not consider itself, in any respect, liable for any of the claim of Mr. Whitaker and I would make sure that the contractor gets a copy of this.

②

I would also inquire of Mr. Hurd what provisions of the contract he is of the opinion this matter comes under.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

October 5, 1971

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 8 1971
CONSTRUCTION DIVISION

Re: Injury Claim
Union Pacific Railroad
Contract No. 7395
Contractor: Hughes and Ladd, Inc.
Claimant: Blynn W. Whitaker

Dear Mr. Edwards:

This is with reference to a letter dated September 24, 1971, from Mr. Melvin E. Hurd, Claim Agent for the Union Pacific Railroad, requesting reimbursement in the amount of $2,886.27 for loss of wages plus other amounts for injury because of an accident suffered by a Union Pacific Railroad employee while performing his duties as flagman on the above contract.

It is my understanding that the amount of money we reimburse the railroad for work that they do on our contracts has included in it three per cent of every hundred dollars of wages paid by the Union Pacific for the purpose of securing liability insurance and health and accident insurance for railroad employees. Inasmuch as we are paying for this insurance, it would certainly seem that it is up to the railroad to take care of any loss that this gentleman might suffer. The fact that he sustained a gross wage loss and may have had the Oregon State Highway Division.

I would, therefore, suggest that Mr. Hurd be advised that the Highway Division does not consider itself, in any respect, liable for any of the claim of Mr. Whitaker and I would make sure that the contractor gets a copy of this.

① 2nd copy is official

Omission of a line leaves hole of this one.

AEJ
Answer is included in 2nd cp

I would also inquire of Mr. Hurd what provisions of the contract he is of the opinion this matter comes under.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
GENERAL CLAIMS DEPARTMENT

M. E. HURD
DISTRICT CLAIM AGENT

ROOM 670, PITTOCK BLOCK
10TH & WASHINGTON STREETS
PORTLAND, OREGON 97205

REFERRED TO
admin
BY SECRETARY

September 24, 1971

2181-71

State of Oregon
Oregon State Highway Division
Salem, Oregon

Hughes and Ladd, Inc.
P. O. Box 756
Redding, California

CONTRACT # 7395

(CC - Mr. G. L. King)

Gentlemen:

Referring to personal injury of Blynn W. Whitaker, Sectionman, Nelson, June 11, 1971.

Blynn W. Whitaker, a Section Laborer, working for the Union Pacific Railroad Company was injured on June 11, 1971, while performing his duties as a Flagman for the work being done by Hughes and Ladd, at MP 373.2.

Blynn W. Whitaker, is single, 22 years of age. At the time of the accident to Mr. Whitaker he was assigned as a Flagman to protect train movements below the freeway construction. At about 7:30 AM block signals indicated there was a train approaching and he therefore stopped the work above the tracks. After the train cleared the work was resumed but a large rock was rolled down onto the tracks. In attempting to get down onto the tracks in order to stop the train, Mr. Whitaker injured his right knee.

As a result of this accident Dr. Case operated on the right knee and reported that Mr. Whitaker had a lacerated medial meniscus.

Mr. Whitaker was off work until September 8, 1971. He has sustained a gross wage loss in the amount of $2,886.27.

Under the terms of our contract this appears to be the responsibility of the State, and/or its contractor. If you, and/or your Insurance Company, wish the UnionPacific

Kindes
advise
&
discuss

Railroad Company to handle this claim to a conclusion for your account, please advise. Otherwise, we assume you will handle direct with Mr. Whitaker.

Very truly yours,

Melvin E Hurd

Melvin E. Hurd

RECEIVED
SEP 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28
OREGON
STATE HIGHWAY COMMISSION

Form E-200 (Rev.)—[illegible]

I-80N-7(29)327
7395

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-20-71
Contingent upon modification of project agreement if additional funds are required.
BY [illegible] Malach
TITLE Dist. Engineer
DATE 11-15-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.
Date [illegible] 21, 1971
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address P.O. Box 235, Durkee, Ore. 97905
Order No. 21

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Punch holes in median catch inlets to permit trapped surface water to drain in the stage construction area during the winter months. Patch the holes in the inlets as the stage construction progresses.

Location by station numbers:

Where required through the project.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

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NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

To Const. 11-19-71

Estimate of quantities and cost:

Labor	$150.00
Materials	25.00
Equipment Rental	75.00
TOTAL	$250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In stage construction areas where the median inlets were installed to permit paving of the WB lanes, the partially constructed EB lanes on the high side of the supers will not drain unless holes are made in the median inlets which work is not provided for in the contract. The holes will be patched as stage construction permits.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.37
Present estimate of project cost, including $250.00 for work under this order	$12,017,860.3
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

NOTED
TOM EDWARDS

Space to right of this line is for use of Salem Office

Sumbitted by: L.V. Blickenstaff
Resident Engineer

Approval Recommended: Alfred Shelley
~~Division Engineer~~
Reg Const

Approval Recommended: [illegible] Bond
Construction Engineer of ~~Bridge Engineer~~

Approved R. D. [illegible]
Program + Planning ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

Form E-206 (Rev.)—6M—4-56

I 80N-7(27)327
7395

STATE COPY-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-20-71
Contingent upon modification of project agreement if additional funds are required
BY J. Malach
TITLE Dist. Engineer
DATE 11-15-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.
Date October 21 1971
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address P.O. Box 235, Durkee, Ore. 97905
Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove grates, raise wall height and reinstall grates on 2 catch inlets which, through a staking error, were constructed one foot too low.

This estimate includes allowances. Percentages to ve allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

"RA" 9+50 Lt. & Rt.

Estimate of quantities and cost:

Labor - - - - - - - - - - -	$80.00
Equipment Rental - - - -	25.00
Materials	25.00
TOTAL	$130.00

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

To Const 11-19-71

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor constructed the catch inlets in accordance with the stakes which were set one foot too low. The walls of the inlets have to be raised and the grates removed and re-installed. This work is not covered in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.47
Present estimate of project cost, including $ 130.00 for work under this order $12,017,860.47
Expected under-run / over-run amount . . . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Sumbitted by: J. L. Blickenstaff
Resident Engineer

Approval Recommended: John A. Bond
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Alfred Shirley
Division Engineer
Reg Const

Approved R. D. Anthony
Program Planning
~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

Form E-205 (Rev.)—5M—4-56

I-80N-7(29)327
7395

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-17-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name: Bubbs Ranch-Weatherby Sec.
Highway: Old Oregon Trail
County: Baker
Contractor: Hughes-Ladd & McConnell
Address: P.O. Box 235, Durkee, Ore. 97905

Date: October 14, 1971
Contract No. 7395
Prefix: 601-1071
F. A. Project No. I-80N-7(29)327
Order No. 13 (Revised)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Heal a fissure in the hillside, which fissure resulted from a slide.

Install perforated pipe and sand backfill material to drain underground water.

NOTED
A. E. JOHNSON

Location by station numbers:

190 - 204

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

To Contr.
11-10-71

Estimate of quantities and cost:

(Revised)

Equipment Rental	$1,700.00
Labor	850.00
Materials	1,150.00
TOTAL	$3,700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

NOTED
TOM EDWARDS

Slide correction was done under contract bid items. There are no provisions in the contract to heal the scar to prevent hillside drainage from running into it. The installation of the perforated drain pipe and backfill was not anticipated and will be under unusually difficult conditions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization: $12,017,860.47
Present estimate of project cost, including $3,700.00 for work under this order: $12,017,860.47
Expected under-run / over-run amount: $0
Expected under-run / over-run per cent: 0

Space to right of this line is for use of Salem Office

Sumbitted by: L. Blickenstaff, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: L. H. Young, ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer

A.E. Johnson c

RECEIVED
OCT 21 1971
FORM E-30 (12-67)
FOR FILING

I-80N-7(29)327
7395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
Oct. 13, 1971

NOTED
A. E. JOHNSON

SUBJECT: Bubbs Ranch-Weatherby Sec.
Old Oregon Trail Highway
Contract 7395

To: Mr. H. S. Coulter
Regional Engineer
La Grande

I have discussed the status of the Rattlesnake Springs detour with Mr. Jack Griffin, the contractor's superintendent, He intends to remove the lift in the cut they are now working on, shoot the remainder of the cut, scale the face and put traffic back on the old road. He said he intended to start removing the berm this week and thought we could have traffic back on the old road by Oct. 19 but I don't think we can do it that soon.

I have a feeling we will require more scaling than they are thinking about and I think the old road will have to have an AC overlay before we can put traffic on it. I see no reason, however, why all of this cannot be done and traffic switched before the end of the month.

I have talked to Mr. Swadberg of the UPRR and I think I have him convinced that with our traffic under the cut and with whatever berms we are able to leave they will not need railroad watchmen here after we shift traffic.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1971
FOR FILING

I-80N-[illegible]
7395

OREGON STATE
HIGHWAY DIVISION

October 12, 1971

copy [illegible] Dr's Guardfence

Mr. Jerry Rider
Quality Control Engineer
Granco Steel Products Company
6506 N. Broadway
St. Louis, Missouri 63147

Dear Mr. Rider:

Your request for Brand Registration approval under Section 14 of AASHO M180-70, Corrugated Sheet Steel Beams for Highway Guardrail, was received on October 11.

Based on the quality of material being received for median barrier on Oregon I-80, Bubbs Ranch-Weatherby Section, I would say absolutely not.

I am enclosing copies of sample test results and inspection reports on the first shipment received. The local inspector tells me that the material received subsequently has been of even poorer quality. Some rail sections are not formed symmetrically; some do not even have the bolt holes punched completely out.

Some of the truckers who have been bringing this material have indicated that their loads have been made up of small piles picked up here and there around the yard. In some cases it was necessary to remove other scrap from on top of the pile of rail making up his load.

I say "other scrap" advisedly, because it is apparent that this is what you have sent us. I can't imagine what thinking is behind this operation. You can be assured that we are not buying any of this defective rail.

NOTED
E. S. HUNTER

As for accepting your brand registration, if we ever use any more Granco rail it will be on a strict inspection and testing basis.

Very truly yours,

J

John C. Jenkins
Engineer of Materials & Research

RECEIVED
OCT 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CC; A. E. Johnson
E. S. Hunter ✓
H. S. Coulter
E. S. Thompson

GRANCO STEEL PRODUCTS COMPANY
6506 N. BROADWAY • ST. LOUIS, MISSOURI 63147
SUBSIDIARY OF GRANITE CITY STEEL COMPANY

EXECUTIVE OFFICES:
GRANITE CITY, ILLINOIS

GRANCO

TELEPHONE: AREA CODE 314-389-3150
TELEGRAPH: FAX-GR. ST. LOUIS, MO.

October 7, 1971

Materials & Testing Department
State Highway Department
Salem, Oregon 97310

We are again seeking Brand Registration approval in conformance with AASHO Designation M-180 for our Guard Rail. This is and will continue to be our marking procedure on all Guard Rail.

Since we are supplying this marking procedure, Granco would like to know if this system will be fully acceptable in all respects.

Sincerely,

Jerry Rider
Jerry Rider
Quality Control Engineer

JR:bas

RECEIVED
OCT 11 1971
MATERIALS DIVISION
OFFICE

GRANCO STEEL PRODUCTS COMPANY
6506 N. BROADWAY • ST. LOUIS, MISSOURI 63147
SUBSIDIARY OF GRANITE CITY STEEL COMPANY

EXECUTIVE OFFICES:
GRANITE CITY, ILLINOIS

GRANCO
TRADE MARK

TELEPHONE: AREA CODE 314-385-3150
TELEGRAPH: FAX-GR. ST. LOUIS, MO.

October 8, 1971

State of Oregon
Brand Registration and Guarantee
Highway Guard Rail Materials

In conformance with paragraph 14.3.1, AASHO Designation M-180, Interim Specifications for Corrugated Sheet Beam for Highway Guard Rail, we herewith file this Brand Registration and Guarantee for Metal Beam Rail and Guard Rail Hardware.

The marking of Guard Rail Beams, Back-up Plates and End Sections will appear on the back-face. These markings will be applied using weather-proof ink and shall conform to one of the following two patterns.

PATTERN 1

GRANCO
HT 12814
CLASS A TYPE 1
6C OCT. 5 71
AASHO M-180

PATTERN 2

CLASS	TYPE	HEAT	DATE GALV.
B	2	12814	6-5-71
AASHO M-180			GRANCO STEEL

Each pattern shows the manufacturer's name, heat number, class, type, galvanizing date and AASHO Designation M-180. The lettering will not exceed 1/2" in height.

Granco Steel Products Company guarantees that as long as material is furnished under this brand, it will be manufactured in accordance with and will conform fully to the requirements of AASHO Designation M-180 and will be replaced without cost when found not in conformity with any of the specified requirements.

Jerry Rider
Jerry Rider
Quality Control Engineer

Subscribed and Sworn Before Me This
8th Day of October 1971

William A. Crews
My Commission Expires May 8, 1974
NOTARY PUBLIC

Page 1 of 3

Form E-60—5M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

GUARDRAIL

Laboratory No. 982046
Data Sheet No. A57595
Prefix 601.1971
Amount charge $138.00
Dept. invoice No.
Project Bubbs Ranch - Weatherby
Highway Old Oregon Trail
Contractor Hughes & Ladd - McConnell No. 7395
Date received Sept. 24, 1971
Submitted by R. Rennells
Date reported Oct. 4, 1971
Source of material Granco Steel & Armco Steel (Bolts)
F.A. No. I-80N-7(29)327
Sampled or inspected at LaGrande OSHD Yard
To be used Median barriers
Sampled or inspected by J. C. Jenkins
Quantity represented 1200 Backup plates
36 bbls. nuts & bolts
300 Rail elements

OSHD Standard Specifications, Section 710 AASHO M180-70

Std. Dwg. 2119

Galvanized Steel Beam Rail: (Post Galvanized)

Sample No.	=	1	2	3	4	5
Thickness, galv. sheet, in.	=	0.111	0.111	0.110	0.110	0.112
Test area, sq. in.	=	-	0.0538	0.0520	-	0.541
Yield point, lbs.	=	-	3570	3500	-	3510
Yield point, psi	=	-	66400	67300	-	64900
Tensile strength, lbs.	=	-	4970	4940	-	4940
Tensile strength, psi	=	-	92400	95000	-	91300
Elongation, % in 2 in.	=	-	23.5	23.0	-	22.0
Zinc coating, oz./sq. ft., Sheet:						
Specimen No. 1	=	3.99	-	-	3.66	-
No. 2	=	4.73	-	-	5.28	-
No. 3	=	5.42	-	-	4.90	-

Rail dimensions, hole dimension & hole placement checked & found to comply with specifications except legs do not project 1/16" min. beyond base. 1/8" or more short.

Material rubber stamped:	Class	Type	Heat#	Date Galv.
	B	2	10786	8-2-71
	AASHO M180-68I		Granco Steel	

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Coulter
- X 0 Resident Engineer Blickenstaff
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Rennells
- X Hughes & Ladd

John C. Jenkins

Form E-89—5M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

GUARDRAIL

Laboratory No. 982046
Data Sheet No. A57595
Prefix 601-1071
Project Bubbs Ranch - Weatherby
Amount charge
Highway
Dept. invoice No.
Contractor No. 7395
Date received
Submitted by
Date reported
Source of material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Galvanized Guardrail Backup Plates: (Post Galvanized)

Sample No.	=	A	B
Thickness galv. sheet, inches	=	0.131	0.108
Test area, sq. in.	=	0.0638	0.0512
Yield point, lbs.	=	4500	2800
Yield point, psi	=	70500	54700
Tensile strength, lbs.	=	5240	3910
Tensile strength, psi	=	82100	76400
Elongation, % in 2"	=	25.0	28.0
Zinc coating, oz./sq. ft., Sheet:			
Specimen No. 1	=	3.65	3.42 *
Specimen No. 2	=	3.69	4.11
Specimen No. 3	=	3.50 *	3.11 *

Dimensions of plate & post bolt slot checked and found to comply with specifications.

	Class	Type	Heat #	Date Galv.
Sample A rubber stamped:				
(Note that this is actually Class B material)	A	2	10786	6-16-71
	AASHO M180-68I		Granco Steel	

* Does not meet 3.6 min. for single spot test. Specimens 1, 2, 3 do not average 4.0 min. for triple spot test.

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

John C. Jenkins

Form E-60—5M—1-66

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

GUARDRAIL

Laboratory No. 982046
Data Sheet No. A57595
Prefix 601-[illegible] 71
Amount charge
Dept. invoice No.
Date received
Date reported

Project Bubbs Ranch - Weatherby
Highway
Contractor No. 7395
Submitted by
Source of material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

ASTM A153

Galvanized Bolts: Button Head, Oval Shoulders

Sample No.	=	1	2	3
Item	=	Splice bolt	Splice bolt	Post bolt*
Diameter, inches	=	5/8	5/8	5/8 upset thread
Length, inches	=	1¼	1¼	17
Zinc coating, oz./sq. ft.	=	1.77	1.47	1.77

*Double ended post bolts are required for median installations.

Galvanized Nuts:

Sample No.	=	1	2
Size, inches	=	5/8	5/8
Thickness, inches	=	5/8	5/8
Width across flats, in.	=	1¼	1¼
Zinc coating, oz./sq. ft.	=	2.06	1.77

Galvanized Flat Washers: *

Sample No.	=	1	2
I. D., inches	=	0.650	0.650
O. D., inches	=	1.750	1.750
Thickness, inches	=	0.127	0.125
Zinc coating, oz./sq. ft.	=	1.80	2.36

* Rectangular washers are required for median installations.

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample ~~does~~ does not comply with specifications , as noted.

CORRECTED REPORT, Oct. 4, 1971
(Remarks*)

Page 1 of 3

Form E-[illegible]-1-68

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

GUARDRAIL

Project: Bubbs Ranch - Weatharby
Highway: Old Oregon Trail
Contractor: Hughes & Ladd - McConnell No. 7395
Submitted by: John C. Jenkins
Source of material: Granco Steel
Sampled or inspected at:
Sampled or inspected by: John C. Jenkins, 9-22-71.

Laboratory No.: 982047
Data Sheet No.: 121026
Prefix: 601-1071
Amount charge: $3.50
Dept. invoice No.:
Date received: Sept. 28, 1971
Date reported: Sept. 30, 1971
F.A. No.: I-80N-7(29)327
To be used:
Quantity represented: 300 pcs.

* The following material consigned to the Oregon State Hwy. Division, LaGrande, has been received in the yard at LaGrande but will not be accepted without more detailed inspection.

Shipment No. 1, Specs.: AASHO M180, Brand: Granco, Grade: Class 'A', Type 2

Backup Plates Marked: (1200 pcs. total)

Class 'A', Type 2
Heat 10786
Coating 6/16/71
AASHO M180-68I
Granco Stl.
} 1 bdl.

12 Ga. Coat Cl. 4.0
Heat 21723
Coating 1-19-71
Granco Stl.
} 1 bdl.

& 1 box, no marking. Most pieces have shape comparable to rail element and when laid in rail project 3/8 to ½" beyond rail legs. This is normal. Undetermined quantity improperly made and cannot be used. Galvanizing quality typical commercial quality. Magnetic zinc coating test average - 3.9 oz/sq. ft., Min. 3.6 oz./sq. ft.

9 bundles rail elements marked - Class B, Type 2 using rubber stamp. Marking quite faded on many units.

Heat 10786
Coating 8/2/71
AASHO M180-68I
Granco Stl.
{Measured thickness .111 to .114" which indicates Class A members.

1 bundle marked - - - - - - - - Class B, Type 2
Heat 11877
Coating 8/2/71
AASHO M180-68I
Granco Stl.
{Measured thickness .141 to .146" which indicates Class B

(See Sect. 13 of M180)

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Coulter
X 0 Resident Engineer Blickenstaff
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Rief
X Hughes & Ladd

John C. Jenkins

Page 2 of 3

Form E-80—5M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

GUARDRAIL

Laboratory No. 982047
Data Sheet No. 121026
Prefix 601-1071
Amount charge
Dept. invoice No.
Date received
Date reported

Project Bubbs Ranch - Weatherby
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Developed width of rail member is 19.0" inside, 19.25" outside, therefore within specifications.

Projected width is 12½" in center of member and 12¾" in splice area. 12¼" specified, no tolerance given; 3% assumed.

In the splice area, legs are ¼" short of reaching the plane through the base of the center corrugation. One ft. from the splice, legs are 1/16" short of the plane. In the center of the member, legs project 1/16" beyond the plane of the center corrugation, as specified. The effect of the short legs in the splice area would be to make it impossible to tighten the rail against the post. Either the post would have to be inlet to counter sink the center corrugation to provide leg bearing, or the excess width of section in the joint area would have to be squeezed down to force the legs against the post.

Overall length of rail members is within the tolerance range of 13' 6" to 13' 9". Center to center of post bolt slots is 6' 3".

Weight of galvanizing was checked magnetically. Minimum single reading, both sides of rail, one member, was 3.3 oz./sq. ft., below 3.6 oz. single spot requirement. Average at the section where this low reading was made was 3.6 oz./sq. ft., less than the 4.0 oz./sq. ft. triple spot requirement. Average of 3 section, 2 ends, and middle, was 3.9 oz./sq. ft. On the second piece checked, lowest spot was 4.6 oz./sq. ft., ave. at this section was 5.6 oz./sq. ft., average for piece was 5.8 oz./sq. ft. The stripping test will be performed in the lab.

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

John C. [illegible]

Page 3 of 3

Form E-69—5M—1-66

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

GUARDRAIL

Laboratory No. 982047
Data Sheet No. 121026
Prefix 601-1071
Project Bubbs Ranch - Weatherby
Amount charge
Highway
Dept. invoice No.
Contractor
No.
Date received
Submitted by
Date reported
Source of material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

The quality of galvanizing was fair to poor. No accurate assessment could be made without taking each bundle apart. Examining the perimeter of the bundles, it was apparent that 50% of the pieces were satisfactory, regarding galvanizing, without requiring cleanup. The other 50% of the members appeared to include the entire list of galvanizing defects found in AASHO M180, M111 & ASTM A153. There were, in varying degree, blisters, flux, uncoated spots, beads, lumps, sharp projections, poor adherence and gritty areas. The latter portion will require some repair before using.

A number of rail members were bent on arrival. Some of this mechanical damage could have been caused in transit. Some was obviously done before the rails were bundled. The more badly damaged rails should be discarded.

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample ~~does~~ does not comply with specifications, as noted.

John C. Jenkins

RECEIVED
[illegible]

FOR FILING

I-80N-7(27)B27
7395

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1971

SUBJECT: Turbidity from Highway
Construction Projects
Huntington Area

To:

Mr. L. H. Young
Program & Planning Engineer
BUILDING

ATTENTION: Mr. W. H. Tebeau

NOTED
A. E. JOHNSON

In reply to a request from your office, attached hereto is certain information received from H. S. Coulter, Region Engineer, regarding the Huntington, Oregon water system.

I believe that turbidity in Burnt River was kept to a minimum during the construction of the Bubbs Ranch-Weatherby and the Weatherby-Lime Sections of Interstate 80N.

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fw
Attachment
cc A. E. Johnson

RECEIVED
OCT 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 8, 1971

SUBJECT:
Turbidity from Highway
Construction Projects

To: Mr. F. D. Morgan
Construction Engineer

SALEM

In answer to your letter of September 15 having to do with the Huntington water system, we are attaching reports as prepared by our two resident engineers, Mr. Thompson and Mr. Blickenstaff.

The last paragraph of Mr. Blickenstaff's letter refers to a report that Mr. Thompson was to include in his remarks but that we failed to see. We therefore had Mr. Thompson contact the City of Huntington, which he did on October 7. He discussed this with with Lee Stevenson, the water superintendent, questioning the effect of our construction on the filtration beds. Mr. Stevenson reported that their filter had to be changed about twice as often and only lasted one year instead of two years; that the Huntington users complained only once on poorly filtered water, which was before the contractor had made his arrangements to notify the City of Huntington through Mr. Stevenson before any polluting work.

It is our conviction that a minimum of disturbance has resulted from the work of our two contractors along the Burnt River Canyon.

H S Coulter
H. S. Coulter
Regional Engineer

HSC:sh

Routing
/ Morgan MJ
Becker
Bond
Walker
Buchanan
Johnson

[illegible] E
[illegible]
Clark
[illegible]
[illegible]
[illegible]

RECEIVED
OCT 11 1971
CONSTRUCTION
DIVISION

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
Oct. 5, 1971

SUBJECT: City of Huntington Water Supply
Bubbs Ranch-Weatherby Sec.
Old Oregon Trail Highway
Contract 7395

To:
Mr. H. S. Coulter
Regional Engineer
La Grande

At the pre-construction conference on the subject project, Mr. Richard Burley of the City of Huntington stated the city's problems concerning their water supply. Mr. Ladd of Hughes & Ladd stated they would keep work in live water to a minimum and work with the city to minimize their problems as much as possible. Mr. Burley asked that they be notified in advance of any work in the river so that they could store water if necessary and shut off their intake before the muddy water reached them.

Early in the job we received a complaint that our contractor had not given the proper notification and it was discovered a dozer doing clearing work was backing into the river. This was stopped and from then on no complaints were received. Later inthe job I checked with the City of Huntington and was informed they had been receiving the proper notification and that everything was satisfactory. This does not necessarily mean that they liked what was happening but that they knew of no way to lessen the problem and were resigned to live with it until the work was completed.

Some of the channel changes were made with scrapers (the larger ones) but a plug was left at each end to prevent roiling of the stream. The plugs were removed with a dragline or backhoe as were other small channel changes and no wheeled or track equipment was allowed to work in live water. There was, of course, some roiling of the stream from the dragline work and considerable roiling when the water was turned through the lengthy, new channel changes. My records show that the City of Huntington was notified of river work 9 times between Sept. 2, 1970 and June 14, 1971.

Probably the worst contamination of the river took place when the river overflowed its banks during runoff for a period of about two weeks. Ice jams formed and the water was extremely muddy before it reached the work area. The contractor had a culvert pipe and a temporary haul road across the river at Sta. 285 and this washed out during high water. Considerable erosion also took place during this time in the temporary channel change between Sta. 255 and 270 and in the completed channel change between Sta. 205 and 220.

I do not have a before and after estimate of the condition of the city's water works as Res. Engr. Thompson said he would do this and he informs me he included this in his report. Other than the washing out of the haul road at Sta. 285 I know of no improvements that could have been made without extraordinary work that would not ordinarily be done on a project of this type.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

1859

DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

KENNETH H. SPIES
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

BU

August 26, 1971

Mr. Joseph Pantuso
Environmental Director
State Highway Building
Salem, Oregon 97310

Dear Mr. Pantuso:

Enclosed is a copy of a memorandum from Mr. Harold E. Milliken, Chief Public Health Engineer, Oregon State Board of Health, pertaining to turbidity from highway construction projects.

It is hoped that your department will have an opportunity to prevent or minimize problems of this nature arising from State Highway Department Construction Projects in the future.

We would like to work with you relative to such matters.

Very truly yours,

E J Weathersbee

Ely J. Weathersbee
Deputy Director

EJW:lb

cc: J. L. Van Domelen
cc: Harold E. Milliken

enc.

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to —
A. E. Johnson
F. D. Morgan
H. S. Coulter

NOTED
J. A. PANTUSO

NOTED
W. H. TEBEAU

9-3 To Morgan
"Request report from Coulter if you have not done so."
A.E.J.

KHS

MEMORANDUM

OREGON STATE HEALTH DIVISION

August 23, 1971

To : K. H. Spies, Director, Department of Environmental Quality
From : H. E. Milliken

Subject: TURBIDITY FROM HIGHWAY PROJECTS

Recently Leo Farr inspected the intake for the Huntington water supply with Ron Blakely, the City's consulting engineer.

The existing water intake which included an infiltration gallery in the Burnt River left something to be desired, no doubt, but it was also evident that it had suffered considerably from silt spilt into the river upstream by a highway construction project. In fact the infiltration works had become practically inoperative due to the sediment from the river.

Blakely is recommending a Microfloc plant which probably will remedy this particular situation.

The purpose of this memo is to recommend a closer look at possible protective measures in the future when reviewing such projects located upstream from community water supply intakes.

I know it has always been a problem to prevent such turbidity from construction projects, but with the new awareness of all agencies to damage if this kind, perhaps more cooperation may be obtained from them in the future.

Jim Sheetz' memo of October 6, 1970, touched on this problem. (IW8-o Misc. Industrial Wastes).

HEM:dl
cc: J. R. Sheetz, District Sanitary Engineer, Pendleton

HEM

State of Oregon
DEPARTMENT OF ENVIRONMENTAL QUALITY
RECEIVED
AUG 24 1971
OFFICE OF THE DIRECTOR

RECEIVED
OCT 14 1971
FOR [illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-7(29)327
7395

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 8, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

Orig to Constr 10-12-71

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch - Weatherby Section
State Force Order No. 9
Total Estimated Amount of the Order - $4,120
Federal Participation - $3,708

Reference is made to Mr. Bond's letter of September 14 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order.
2. The State has the necessary special equipment and trained personnel to perform this work most economically.

Federal participation will be on an actual cost basis.

Enclosure
State Force Order No. 9

RECEIVED
OCT 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY C-1P

APPROVED EFFECTIVE DATE 8-9-74
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 88-8-79

Project Name Bubbs Ranch - Weatherby
Date August 30, 19 7

Highway Old Oregon Trail
Contract No. 7395
F. A. Project No. I-80N-7(29)327

County Baker
Prefix 601-1071
Account No. ~~910-09~~ 235

Description of Work To Be Done: Install approximately 350 feet of Plastic Slope Indicator Tube in the Rattlesnake Springs Slide

Location by Station Numbers: Station 115 to Station 120

Estimate of Quantities and Costs:

350' Plastic Tube @ 2.20/ft.	770.00
Tube Connectors	50.00
Installation Costs	300.00
Cost of Monitoring Tubes	3000.00

Explanation: This is a potential slide area that could endanger both the highway and the railroad. The slope indicator tubes will monitor the movement at any depth, if movenment occurs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$12,017,860.47	
Present estimate of project cost, including $ 4120.00 for work under this order	$	12,017,860.47
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: L.V.Blickenstaff
Resident Engineer

Approval Recommended: Roy Couch
Division Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approved: F. Morgan
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction ~~Office Engineer.~~
~~...d by the Deputy or Assistant State Highway Engineer~~

Form A-100—5M

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 8-9-74
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-8-74
Order No. 4
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch - Weatherby Date August 30, 19

Highway Old Oregon Trail Contract No. 7395 F. A. Project No. I-80N-7(29)327

County Baker Prefix 601-1071 Account No. ~~910~~-09 235

Description of Work To Be Done: Install approximately 350 feet of Plastic Slope Indicator Tube in the Rattlesnake Springs Slide

Location by Station Numbers: Station 115 to Station 120

Estimate of Quantities and Costs:

350' Plastic Tube @ 2.20/ft.	770.00
Tube Connectors	50.00
Installation Costs	300.00
Cost of Monitoring Tubes	3000.00

Explanation: This is a potential slide area that could endanger both the highway and the railroad. The slope indicator tubes will monitor the movement at any depth, if movement occurs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

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		Space to right of this line for use of Salem Office
Project authorization	$12,017,860.47	
Present estimate of project cost, including $4120.00 for work under this order	$	12,017,860.47
Expected under-run over-run (amount)	$	
Expected under-run over-run (per cent)		

Submitted by: L.V.Blickenstaff
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction ~~Office~~ Engineer.
~~ed by the Deputy or Assistant State Highway Engineer~~

RECEIVED
OCT 18 1971

FORM [illegible] (REV. 10-69)

I-80N-7(27) [illegible]97

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 1, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

Granco Guardrail Members
Bubbs Ranch-Weatherby
Contract 7395

To:

Mr. H. S. Coulter
Regional Engineer

A change was made from a rail-and-post median barrier to a concrete median barrier on Bubbs Ranch-Weatherby Section. The rail members were claimed to have been manufactured at the time of the change, so there was some obligation on the part of the Division to take the material off the contractor's hands. When the first shipment of members was received in La Grande the Project and Region personnel felt the rail members were substandard and the Materials Section was asked to investigate. Ed Rief and I first looked at the material on September 22, 1971, in the La Grande OSHD yard.

Inspection Report I 21,026 (Lab. No. 982047) and Sample Data Sheet A 57,595 (Lab. No. 982046) indicate that there are many minor deficiencies in the material and a few major deficiencies. The minor problems include mismarking the rail as Class B (10 gage) whereas most of it is Class A(12 gage) as specified. Some backup plates are marked Class A whereas they are actually Class B. One box of backup plates was unmarked. The rubber stamp marking was not permanent (at least through erection) as specified. The single-ended post bolts and round washers furnished might be acceptable for guardrail but not for median barriers. A number of pieces had dog-eared corners, but most of these would not interfere with erection.

The major deficiencies include a substantial number of mismanufactured or mechanically damaged pieces, flared legs at splice points such that the rail cannot be firmly attached to the post, and the worst job of galvanizing on guardrail that we have seen since 1965.

In Region 3 in 1965, when a substantial quantity of similarly galvanized rail was received, the contractor and supplier were required to take the following measures to correct the roughness of the galvanizing:

1. The rough edge portion of the rail is to be placed downward or at the bottom during erection.

2. All slag, sluff, loose or semi-loose material to be removed, as it may cause areas unsuitable for adhesion of paint.

3. Areas of chipping are to be painted with the approved zinc paint so no bare metal would be exposed.

4. Sharp protrusions are to be eliminated.

5. Bumps or other protrusions which might effect the proper joining and bolting of panels to a snug fit are to be eliminated.

6. Bent, dented or damaged areas are to be suitably corrected.

7. The above-stated corrective measures are to be made prior to painting and painting is not to be done until the Engineer has inspected the work and his approval to paint has been received.

It is not intended that the above requirements will in any way relieve the contractor from meeting the specifications as set forth in the contract agreement, but that they are made only to enforce said agreement.

It may be that some of the panels cannot be corrected to a suitable condition and in this case will be rejected.

In the 1965 instance, inspection was performed after erection. The best rails were relatively few in number and the more severely damaged units were discarded.

In the present case, all of the rail members appear to require reshaping at the ends in order for the legs to bear against the post. Over 50 percent of the pieces will require modifications to the galvanizing in order to present an acceptable surface.

It seems to me that there are at least two alternatives in the handling of this material. One would be to buy it at the contract price, less anticipated cost of making it useable. The second would be to ship it all back to the supplier. The latter would be our recommendation.

However, if corrections were to be made, stripping and regalvanizing would cost about $5.75 per unit in Portland. Transportation by rail would cost about $1.00 per unit each way. A company in Tacoma could reshape the ends of the rails to bear against the posts. The cost of this would be about $5.00 per unit. Additional transportation would be about $.50 each way. Total cost per unit would be about $13.75 for the full treatment.

John C. Jenkins
Engineer of Materials & Research

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: A.E. Johnson ✓
E. S. Hunter
F. D. Morgan
Ed Rief

RECEIVED
SEP 28 1971
FOR FILING
1859
I-8CN-71/17-7
7395

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

September 23, 1971

Mr. Don Haakenson, Supervisor
Transportation Services
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: Rattlesnake Springs Detour
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
SXF 554

NOTED
A. E. JOHNSON

ATTENTION: Mr. Lon Topaz
Transportation Specialist

Gentlemen:

Please refer to my letter dated August 20, 1971, concerning this subject. In that letter, I requested an extension of Order No. 71-160 from September 19, 1971 to October 19, 1971.

It has now been determined that it will be necessary to extend the use of this detour until November 19, 1971.

Therefore, we request you issue an amended Order reflecting this extension.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. B. Hardin - UPRR
L. J. Bergmann - UPRR

R. E. Simpson
A. E. Johnson
J. L. Sollis
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Form E-206 (Rev.)—5M—4-56

I-80N-7(29)327
7395

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 10-6-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-4-7
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bubbs Ranch - Weatherby Sec.
Date Sept. 13, 71
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1061
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address P.O. Box 235, Durkee, Ore. 97905
Order No. 19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Obliterate old roadway slopes and roadbeds.

NOTED
A. E. J[illegible]

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

Throughout the project.

To Const 11-10-71

Estimate of quantities and cost:

Equipment Rental	$1,200.00
Labor	300.00
Total	$1,500.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is to eradicate evidence of old roadbeds and slopes on portions of the existing road which are outside the grading area as well as slopes and roadbeds of the old original highway which are evident. This work is beyond the scope of the bid item "Obliteration of Roadway".

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.47
Present estimate of project cost, including $1,500.00 for work under this order $12,017,860.47
Expected under-run over-run amount $ 0
Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office

Sumbitted by: L. Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
~~Deputy State Highway Engineer or~~
Assistant State Highway Engineer
Construction

State Printing 93909

Form E-306 (Rev.)—636—4-66

STATE COPY 5-18

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3-19-71
Contingent upon modification of project agreement if additional funds are required
BY G. H. Greene
Engineering Coordinator
TITLE
FEDERAL HIGHWAY ADMINISTRATION
Oct 5, 1971

Project Name Bubbs Ranch-Weatherby Sec.
Highway Old Oregon Trail
County Baker
Contractor Hughes-Ladd & McConnell
Address P.O. Box 235, Durkee, Ore. 97905

Date Sept. 9, 1971
Contract No. 7393
Prefix 601-1071
F. A. Project No. I-80N-7(29)327
Order No. 18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct a waterproof membrane on the bridge decks using non-woven polypropylene fabric as manufactured by Phillips Petroleum Co. and Cationic Emulsified Asphalt, CRS-2 with 5% of Phillips Petroleum Co. Pliopave Latex, L-165-K added.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

Br. #8528 & 8528A	Sta. 1388+50
Br. 9332	Sta. 290

Estimate of quantities and cost:

Materials	$1,280.00
Labor & Equip. Rental	16,000.00
Total	$17,280.00

(3,200 Sq. Yds.)

NOTED
TOM EDWARDS

To Constr. 10-8

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated nor provided for in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $17,280.00 for work under this order	$12,017,860.47
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Sumbitted by: R. L. Blickenstaff
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

OK WJH

Approved
Deputy State Highway Engineer or Assistant State Highway Engineer

10-8-71

SEP

I-80N-7(27)327
7395

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION FIFTEEN

1000 North Glebe Road
Arlington, Virginia 22201

September 2, 1971

IN REPLY REFER TO: 15-07

Mr. Roderick L. Porter
State Highway Engineer
State Department of Transportation
State Highway Building, Room 129
Salem, Oregon 97310

Through:
Mr. R. E. Simpson
Division Engineer, FHWA
Salem, Oregon

library

Dear Mr. Porter:

Enclosed for your information are two copies of Production-Cost Study Report No. 503. This report summarizes the field data gathered on the operation of a rubber-tired front-end loader working on Federal Aid Project No. I-80N-7(29)327 near Baker, Oregon.

We would like to express our sincere appreciation for the cooperation and assistance received from members of your department in making arrangements for this study.

Sincerely yours,

William O. Comella
Regional Engineer

By: W S Mendenhall Jr
W. S. Mendenhall, Jr., Chief
Research and Development
Demonstration Projects
Division

Enclosures

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GEJ.

one copy sent to Morgan.

I-80N-7(29)327

7395

Form A-105 (Rev. 8-70)

STATE COPY

STATE FORCES
NOT INVOLVED

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 10-10-71
Contingent upon modification of project agreement if additional funds are required
BY:
TITLE Dist. Engineer
DATE 2-3-72
FEDERAL HIGHWAY [illegible]

C

Contract No. 7395
Order No. 4 Supplemental - 2

Section: Bubbs Ranch-Weatherby
Date: September 1, 1971
Highway: Old Oregon Trail
F.A.P. No. I-80N-7(29)327
County: Baker
Prefix: 601-1071
Account No. 285-04

Description of Work To Be Done: Extend insurance to protect the Union Pacific Railroad Co. from liability resulting from the construction of two grade crossings of the railroad on the highway detour UPRR M.P. 374, commonly referred to as the Rattlesnake Springs area.

to Const.
2-9-72

Location by Station Numbers:

116 - 124

RECEIVED [illegible]

NOTED
A. E. JOHNSON

Estimate of Quantities and Costs:

Pacific Indemnity Company Policy No. LRP 11293

Extended from October 10, 1971 to November 20, 1971 -	Lump sum	$675.00
Canceled as of November 2, 1971 Refund of premium November 2, 1971 to November 20, 1971 -	Lump sum	$175.00
	Net cost	$500.00

Explanation: Construction of the highway detour across the railroad tracks creates a new hazard to railroad operations and the railroad requires this insurance before allowing the detour to be opened to traffic. Insurance is secured by the state direct.

NOTED
EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $ 500.00 for work under this order	$12,017,860.47
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: L. V. Blickenstaff, Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: W. E. Schwartz, Regional Engineer

Approved: R. D. [illegible], Construction Engineer

Programming

I-5 N-[illegible]-27

Form A-103 (Rev. 8-70)

STATE COPY G-1P

STATE FORCES NOT INVOLVED

7395

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 9-9-71
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 9-28-71
FEDERAL HIGHWAY ADMINISTRATION

Contract No. 7395
Order No. 4 (Supplemental)

Section Bubba Ranch-Weatherby Date Sept. 1971

Highway Old Oregon Trail F.A.P. No. I-80N-7(29)327

County Baker Prefix 601-1071 Account No. 285-04

Description of Work To Be Done: Extend insurance to protect the Union Pacific Railroad Co. from liability resulting from the construction of two grade crossings of the railroad on the highway detour UPRR M. P. 374, commonly referred to as the Rattlesnake Springs area.

Location by Station Numbers:

116 - 124

Estimate of Quantities and Costs:

Pacific Indemnity Company Policy No. LRP 11293 Extended from Sept. 10,1971 to Oct. 10, 1971

Lump Sum $500.00

NOTED
TOM EDWARDS

Explanation: Construction of the highway detour across the railroad tracks creates a new hazard to railroad operations and the railroad requires this insurance before allowing the detour to be opened to traffic. Insurance is secured by the state direct.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $500.00 for work under this order	$12,017,860.47
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

9-27-71

RECEIVED
FOR FILING

I-80N-7(27)337

7325

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERN

August 20, 1971

Mr. Don Haakenson, Supervisor
Transportation Services
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: Rattlesnake Springs Detour
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
SXF 554

NOTED
A. E. J

ATTENTION: Mr. Lon Topaz
Transportation Specialist

Gentlemen:

On March 19, 1971, you issued Order No. 71-160 establishing temporary grade crossings Nos. 2A-373.92 and 2A-374.08 on the Union Pacific Railroad Company tracks on the above captioned project. This Order provided that the authority to maintain the temporary grade crossing will expire six months from the effective date, which will occur on September 19, 1971.

It has been determined that due to the delay in our contractor's operations caused by the railroad strike, it will be necessary to extend the use of this detour for a period of thirty days.

Therefore, we hereby request an amended Order be issued authorizing the use of this detour until October 19, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Union Pacific Railroad Company
Attn: Mr. R. B. Hardin
Mr. L. J. Bergmann
R. E. Simpson
~~A. E. Johnson~~
J. L. Sollis
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
AUG 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-206 (Rev.)—6M—4-66

STATE COPY G-1P

I-80N 7(29)-327
7395

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-9-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby
Date , 19
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address Box 235, Durkee, Ore. 97905
Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill two holes in the cut at Rattlesnake springs to be used to install slope indicators.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

116+
122+

Estimate of quantities and cost:

Labor	$60.00
Equipment Rental	215.00
Total	275.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

These holes are required to install slope indicators and there are no provisions in the contract for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$12,017,860.47
Present estimate of project cost, including $ 275.00 for work under this order	$12,017,860.47
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Sumbitted by: L. L. Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Alfred Shirley, Jr.
Regional Construction E

Approved
~~Deputy State Highway Engineer or~~
~~Assistant State Highway Engineer~~
9-27-71

RECEIVED
AUG 17 1971

I-80N-7(27) 327
7395

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1971

SUBJECT: Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Rattlesnake Springs Cut

To: L. H. Young
Program & Planning Engineer
Office

Attention: W. H. Tebeau

Last week Resident Engineer Blickenstaff showed me the progression of cracking across the top of the cut at Rattlesnake Springs on the subject section which had taken place since I last saw it about two months ago. At the south end, the cracks had opened one to two inches wider and a crack had opened near the top of the cut and progressed 100-feet or so further to the north. Excavation of the cut is roughly two-thirds complete.

The cracking appears relatively minor and is extending at such slow rate, even as excavation continues, that a slide is not occurring, nor is it probably imminent at this time. What is probably occurring, is a slight swelling in some of the more consolidated portions of the rock due to unloading the slope by the excavation. These are old rocks and have been heaved and folded tremendously in past ages resulting in compression stress within them, some of which is now being released by the cut excavation.

However, as excavation proceeds with about 100-feet vertical height yet to be removed, there will be additional unloading of the slope which may permit sufficient yielding movement to develop a sliding surface, particularly if an extensive joint surface is present with an unfavorable dip.

Therefore, it is my suggestion that two slope indicators be installed as quickly as possible to monitor the movement of this cut. These will show definitely whether or not a sliding surface has developed, or if and when one does develop, these will show the depth of it which provides a measure of the magnitude of corrective work required. These may be installed at the top of the present excavation surface, and should extend to grade elevation. If yielding continues, it may be desirable to install a couple at the toe of the cut when excavation is completed to about 80-feet below grade.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af
cc: E. L. Johnsen
Scott Coulter
L. V. Blickenstaff
Vern Moore

NOTED
R. D. ASBURRY

NOTED
W. H. TEBEAU

Form 2-298 (Rev.)—5M—4-56

STATE COPY G-1 P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-6-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE 8-19-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.
Date AUG 13 1971
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N-7(29)327
Address P. O. Box 235, Durkee, Ore. 97905
Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Salvage & reinstall a 36" sloped CMP end section. Construct a special concrete inlet box with steel grates.

Location by station numbers:

151+50 Lt.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Estimate of quantities and cost:

Materials	$200.00
Equipment Rental	120.00
Labor	430.00
Total	$750.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is required to provide drainage at a waste area. There are no provisions in the contract for this type of work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.47
Present estimate of project cost, including $750.00 for work under this order $12,017,860.47
Expected under-run over-run amount $0
Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office

Sumbitted by: Resident Engineer

Approval Recommended:

Approval Recommended: Construction Engineer or Bridge Engineer

Approved Deputy State Highway Engineer or

8-23-71

I 80N-7(29)327

Form E-266 (Rev.)—5M—4-56

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-5-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE 8-19-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.

Date July 20, 1971

Highway Old Oregon Trail

Contract No. 7395

County Baker

Prefix 601-1071

Contractor Hughes-Ladd & McConnell

F. A. Project No. I-80N-7(29)327

Address P. O. Box 235, Durkee, Ore. 97905

Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct a concrete cut off wall at the upper end of the grouted riprap in the Sisley Creek Channel change to stop the flow of water now going under the grouted riprap. Connect the grouted riprap to the cut off wall.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

274+70 Lt.

Estimate of quantities and cost:

Materials	$150.00
Equipment Rental	350.00
Labor	450.00
Allowances	165.00
TOTAL	$1,115.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There are no provisions in the contract for the construction of this cut off wall.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $12,017,860.4

Present estimate of project cost, including $1,115.00 for work under this order $12,017,860.4

Expected under-run / over-run amount $0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Sumbitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Division En

Approved Deputy

8-23-71

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JUL 19 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

July 15, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Rattlesnake Springs Detour
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Your File: D 315 - 2 - 129
Contract No. 7395

Gentlemen:

When the Rattlesnake Springs detour was agreed upon by the Railroad and State, you insisted upon having the signals set in such a way that they would stop traffic five minutes before a train crossed the crossings. At the same time, we agreed to delay the signals facing the detour to stay green until two minutes before a train approached to allow the detour to completely clear of traffic before a train approached.

This five minute delay has proven to be excessive in light of heavy summer traffic. In some instances, traffic backed up beyond the advance warning signs on both sides of the detour. There have also been instances where drivers of the first cars to be stopped, after waiting a few minutes and finding no train approaching, disregard the flagman and drive off across the crossings.

We recommend that the advance warning time for traffic approaching the detour be reduced from five minutes to two minutes and the warning time for traffic occupying the detour be reduced from two minutes to one minute, and that such an adjustment to the traffic signals be made with a time delay mechanism installed within the State signal system. We suggest the audible alarm and motor car indicators still provide a five minute warning to your flagmen.

This matter has been discussed with the Public Utility Commissioner's office and they do not object to this proposal. We solicit your early attention to this matter.

Very truly yours,

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L. V. Topaz, PUC
F. B. Klaboe
J. L. Sollis
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

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JUL 19 1971
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OREGON STATE
HIGHWAY DIVISION

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TOM McCALL
GOVERNOR

[illegible] 5-7

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

July 15, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Rattlesnake Springs Detour
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Your File: D 315 - 2 - 129
Contract No. 7395

Gentlemen:

When the Rattlesnake Springs detour was agreed upon by the Railroad and State, you insisted upon having the signals set in such a way that they would stop traffic five minutes before a train crossed the crossings. At the same time, we agreed to delay the signals facing the detour to stay green until two minutes before a train approached to allow the detour to completely clear of traffic before a train approached.

This five minute delay has proven to be excessive in light of heavy summer traffic. In some instances, traffic backed up beyond the advance warning signs on both sides of the detour. There have also been instances where drivers of the first cars to be stopped, after waiting a few minutes and finding no train approaching, disregard the flagman and drive off across the crossings.

We recommend that the advance warning time for traffic approaching the detour be reduced from five minutes to two minutes and the warning time for traffic occupying the detour be reduced from two minutes to one minute, and that such an adjustment to the traffic signals be made with a time delay mechanism installed within the State signal system. We suggest the audible alarm and motor car indicators still provide a five minute warning to your flagmen.

This matter has been discussed with the Public Utility Commissioner's office and they do not object to this proposal. We solicit your early attention to this matter.

Very truly yours,

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L. V. Topaz, PUC
F. B. Klaboe
J. L. Sollis
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
JUN 24 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(29)327

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7395

TOM McCALL
GOVERNOR

June 22, 1971

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Track Damage June 11, 1971 Railroad M.P. 373.25
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway Baker County
Project No. I-80N-7(29)327 Contract No. 7395
Your File No. D 315 - 2 - 129

Gentlemen:

This will acknowledge receipt of your letter dated June 14, 1971 regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

TWL:dl
cc: Hughes & Ladd, Inc. w/attach
P.O. Box 756
Redding, California 96001

Miller & Ames-Correon & Black w/attach
Insurance Brokers
255 California Street
San Francisco, California 94119

F. B. Klaboe w/copy of UPRR letter
V. E. Skoog "
H. S. Coulter "
L. V. Blickenstaff "
H. M. Fillmore "

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON 97208

U. S. CERTIFIED MAIL
Return Receipts Requested (3)

Albina - June 14, 1971

D 315 - 2 - 129

Routing
Morgan
Decker

RECEIVED
JUN 22 1971
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Railroad and Utility Engineer

Gentlemen:

This is to advise that at approximately 7:55 a.m. on June 11, 1971, our main track at MP 373.25, Nelson, Oregon, was damaged by your Contractor's operations to the extent that one rail was bent, necessitating replacement. This damage resulted from scaling operations of your Contractor, Hughes and Ladd, Inc. on the above referred project.

When the Railroad's costs have been determined in this connection, a bill will be presented.

Will you kindly acknowledge your receipt of this letter.

Yours very truly,

RB

R. B. Hardin
Superintendent

cc:
Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black
Insurance Brokers
255 California Street
San Francisco, California 94119

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6346

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
JUL 22 1971
FOR FILING

I-80N-7(29)327
#7375

505 State Highway Building

June 11, 1971

AGENDA
JUN 22 1971
2C

Oregon State Highway Commission

Re: PUC Status Report

Gentlemen:

Since my last report to you, the following PUC Orders have been received.

PUX 790 - SXF 554 - An Order was received authorizing two temporary grade crossings of the main line of the OWR&N, UPRR lessee, in Burnt River Canyon. The temporary crossings will be in existence for approximately six months in order that the contractor may remove material from the hillside without endangering traffic. The signalization of the crossings and their design was worked out with cooperation of the railroads and the PUC.

PUX 750 - SXF 511 - Railroad crossing with main line of the Oregon Trunk Railroad at Prineville Junction. This file was finally closed by stipulation entered into by the State Highway Division, Public Utilities Commissioner, the Burlington-Northern Railroad and the Prineville railroad. There are six grade crossings involved in a very short distance and the improvement consists of a very complete system of advance warning signs and the installation of seven large illuminaire lights, the reduction in train speed to 50 miles and hour and a 800 foot setback requirement for the storage of box cars on a siding. The cost of this work is estimated to be $10,000.00 and will be shared equally by the State and the two railroads.

Very truly yours,

LEE JOHNSON
Attorney General

Item agenda

L. I. LINDAS
Assistant Attorney General
and Counsel to Highway Division

JLS:hg

cc - Mr. R. L. Porter
Mr. Tom Edwards
Mr. Floyd Query
Mr. E. B. Klaboe
Mr. F. D. Morgan
Mr. D. H. Moehring

NOTED
FLOYD QUERY

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MAY 27 1971
FOR FILING

[illegible]
7395

May 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate Overruns

Federal-aid construction project I-80N-7(29)321, Bubbs Ranch-Weatherby Section, will have approximately a $2,000,000 overrun. Page 3 of the 1972 Interstate Cost Estimate - Manual Revisions, includes:

> "c. All work not in authorized and fully financed states as of the cutoff date should be in the estimate. There are numerous cases where only a portion of a project is authorized or fully financed. In these cases the unauthorized or under-financed portions of these projects should be in the estimate. Normal cost overruns on authorized projects should, of course, be excluded from the estimate."

The Bubbs Ranch-Weatherby Section is clearly a case of a project which is under-financed and the cost should be included in the 1972 Interstate Estimate.

Amount of authorization on January 1, 1971...	$10,080,678 (total cost)
Present estimate of cost.....................	12,018,000
Approximate Anticipated overrun.........	$ 1,937,000

It is requested that $1,937,000 be included in the 1972 Interstate Estimate to cover the work which was not authorized as of the first of this year.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young

JAR:ia srb

RECEIVED
MAY 20 1971
FOR FILING

I-80N-7(37)337
7395

May 20, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7395, the Bubbs Ranch-Weatherby grading, paving, structures and signing project on I-80N in Baker County, is anticipated. Hughes-Ladd and McConnell of Redding, California, are the contractors. This is a Federal-aid Interstate project for which the original authorization was $10,312,858.31. The present anticipated cost is $12,017,860.47 indicating an overrun of $1,705,002.16 or 16.5 percent.

The major reason for this overrun is a 41 percent increase in excavation due to a necessary change in the design of cut slopes. The project was designed using 1/4:1 cut slopes with benches anticipating stable rock material. The rock encountered during construction of several cuts is not stable on the planned slopes and the back slopes have had to be flattened requiring removal of significant quantities of additional material.

This is an Interstate highway job. We have the approval of the Federal Highway Administration for the design revision.

This request for an additional authorization will be presented to you at the June 22 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Coulter

JAB/DES:fw/TE:ja sr

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1971

SUBJECT: Overrun of Project Authorization
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Contract No. 7395

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading, paving, structures and signing is under contract to Hughes-Ladd and McConnell of Redding, California. The original project authorization was $10,312,858.31. The present anticipated cost is $12,017,860.47, indicating an overrun of $1,705,002.16 or 16.5 percent.

The major reason for this overrun is a 41-percent increase in excavation due to a change in the design of cut slopes. The project was designed using 1/4:1 cut slopes with benches. During construction, several of these plan slopes failed and back slopes have been flattened to 1-1/4:1. This increased the excavation quantities over 1.5 million cubic yards. A detour added through the Rattlesnake Springs cut area for safer traffic movement cost $60,000.

It is recommended that the project authorization be increased by $1,705,002.16. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc V. L. Gallagher

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

I-80N-07(29)327

Form E-890

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7375

STATE COPY

G-11P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-12-71
Contingent upon modification of project agreement if additional funds are required
BY G. Walach
TITLE Dist. Engineer
DATE 6-3-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.
Date May 12, 71
Highway Old Oregon Trail
Contract No. 7395
County Baker
Prefix 601-1071
Contractor Hughes-Ladd & McConnell
F. A. Project No. I-80N07(29)327
Address Box 235, Durkee, Ore. 97905
Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Heal a fissure in the hillside, which fissure resulted from a slide.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

199 - 204

Estimate of quantities and cost:

Equipment Rental	$600.00
Labor	150.00
Total	$750.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Slide correction will be done under contract bid items. There are no provisions in the contract for the dozer work to heal this scar ~~xxxxe~~ to prevent the hillside drainage from running into it.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.3
Present estimate of project cost, including $750.00 for work under this order	$12,023,573.7
Expected under-run / over-run amount . . over	$1,710,715.4
Expected under-run / over-run per cent . . over	16½%

Space to right of this line is for use of Salem Office

Submitted by: L. T. Blickenstaff
Resident Engineer

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ Construction ~~Bridge~~ Engineer.

6-4-71

C

Form 2-378 (Rev. 10-68)

I-80N-7(27)327

7395

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Bubbs Ranch-Weatherby Section Date May 4, 1971

Highway Old Oregon Trail Contract No. 7395

County Baker Kind of Work Grade, Pave, Strs, Sign Contractor Hughes-Ladd & McConnell

	Authorized	Estimated
Contract Amount	$8,930,698.50	$10,456,198.50
Anticipated Items	236,500.00	333,165.00
Contingency (4½%)	412,523.93	358,736.97
Engineering	733,375.88	870,000.00
Credits	240.00	240.00
PROJECT COST	$10,312,858.31	$12,017,860.47

NET INCREASE $ $1,705,002.16 or 16.53%

APPROVED BY STATE HIGHWAY COMMISSION
DATE 6-22-71

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(C) General Excav. Loc. "A"	Item #6	$2,720,000.00	$932,000.00 +
(C) General Excav. Loc. "B"	Item #7	2,794,000.00	654,500.00 +
(C) Overhaul	Item #11	366,800.00	50,000.00 +
(C) Plant Mix Agg. Base	Item #19	344,000.00	111,000.00 -
(A) Flagging	EWO #1	115,000.00	55,000.00 +
(A) RR Protective Costs	SFO #1 & PA #15	103,665.00	51,665.00 +
(A) Reconstr. Access Rd.	EWO #2	10,000.00	10,000.00 -
(U) PA #3 1½"-0 Base Rock on Detours		23,665.20	23,665.20 +
(U) PA $6 Asph. Conc. on Stage Constr.		3,442.50	3,442.50 +
(U) PA #7 CMI Tracer Grader		320.00	320.00 -
(U) PA #8 Extra Conc. & Steel		417.28	417.28 +
(U) PA #10 Change Beam Quantities		2,800.00	2,800.00 +
(U) PA #11 Road Mix Agg. Base (Rattlesnake Spgs. Detour)		4,716.12	4,716.12 +

(Continued on other side)

Principal reasons for overruns (Continue on reverse side): Major roadbed cuts which were planned with ½:1 slopes and benches did not stand and have to be re-excavated on 1½:1 slopes with a resulting increase in excavation quantities.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by F. Blickenstaff
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
Engineer

SP*23789-734

FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-7(29)327

HIGHWAY BUILDING • SALEM, OREGON • 97310

7395

April 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Babbs Ranch-Weatherby Section
Project No. I-80N-7(29)327
Contract No. 7395

Dear Sir:

We have asked your approval to increase the quantity of General Excavation at contract bid prices to flatten the loose rock slopes on the Babbs Ranch-Weatherby Section. Orders for this work will be covered by Price Agreements. Two Price Agreements which we have already received are listed below:

> Price Agreement No. 13 increases General Excavation, Location "B" at $1.10 per cubic yard (contract price) for about 128,000 cubic yards, Station 1456 to Station 1461. This Price Agreement has been transmitted to you.
>
> Price Agreement No. 15, just received, increases General Excavation, Location "B" at $1.10 per cubic yard about 950,000 cubic yards, Station 110 to Station 130 (Rattlesnake Springs area).

Agreement is forthcoming for the following locations which were also listed in my April 19 letter to you.

> Station 1435 to 1450 - Increase General Excavation, Location "B" at $1.10 per cubic yard, about 480,000 cubic yards.
>
> Station 155 - 171 - Increase General Excavation, Location "A" at $1.00 per cubic yard, about 300,000 cubic yards.

Station 171 to 187 - Increase General Excavation, Location "B" at $1.10 per cubic yard, about 200,000 cubic yards.

In summary, about 15 percent of the added excavation is in Location "A" and 85 percent is Location "B".

The geology report submitted to you under date of April 12 by Mr. Johnsen describes the excavation material in each of these cuts as being much the same, even though some of the added excavation falls in Location "A". Because the material in each of these cuts is similar, one combined determination has been made to represent the excavation cost.

Several cost studies have been made of elements of the General Excavation operation as you requested. The most complete study was made by our Cost Analyst from contractor's field office records of actual costs of work at two large cuts. The 140,500 cubic yard cut from Station 99 to 107 fell in Location "A" and the 282,500 cubic yard cut from Station 1438 to 1449 in Location "B". Both of these cuts represent the kind of material that we expect in the resloping operations. All of our cost data was resolved to the following values.

Operation	Cost Per Cubic yard
Rip and feed loader	$0.19
Load trucks	0.12
Haul	0.35
Haul road maintenance	0.04
Process embankment	0.07
Drill and load explosives	0.06
Powder	0.15
	$0.98
15 percent Overhead and Profit	0.15
	$1.13 Cost *

* This price was derived by using monthly ownership rental rates on the equipment and current union wage rates. Hourly force account rental rates would increase the unit cost at least 25 percent. Mid-year 1971 union wages will increase at least 10 percent in each craft.

For your information, I have attached copies of all of our General Excavation cost studies (8 sheets.)

The above unit cost compares with a contract payment of approximately $1.19 per cubic yard (which includes haul payment as does the above cost figure). This cost/payment relationship is very reasonable.

We therefore request your early formal approval of proceeding with the additional excavation at bid prices.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for F. D. Morgan
Construction Engineer

ELJ/JAB:fw
Attachments
bc: R. A. Nichols - FHWA
A. E. Johnson
H. S. Coulter
L. V. Blickenstaff

[illegible] OF
STATE HIGHWAY ENGINEER

CA-100(3-71)
-2

Sheet 1 of 2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

Section Bubb[illegible] Rock-Weatherby	Prefix 1001-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail - I 80N	FAP No. I 80N-7(29)327		Date 4-22-71
Engineer [illegible]	Contractor Hughes & Ladd and Carl McConnell		
Description of Work Excavation Sta 99 to 107± Area A			
Bid Price 1.20/cy	Shift-Hours-Day 2 8 5 7½	Quantity 140,479	Cost Analyst A. Bollinger

CYCLE	Time Min.	No. Req.	No. Equip.	Hrs.	DESCRIPTION	Material		Labor		Equip.		Overhead At	%	SUB-TOTAL	
Load		3	3	468	30.96-8.56 D9's Rip + Process			4006	08	14489	28			18495	36
Go		4	4	572	24.77-8.56 D8's Rip + Process			4896	32	14168	44			[illegible]	76
Unload		1	1	224	37.74-9.35 Loader 9yd			2655	40	10718	16			13372	[illegible]
Return		1	1	27	24.82-9.19 Loader 5½yd			248.	13	670	14			918	27
Wait		1	1	149	14.43-8.56 Loader 3yd			1275	44	2150	07			3425	51
Total		8	8	1222	19.66-7.79 Hauling Unit 23yds			9838	77	24072	78			33911	55
Haul Dist.		3	3	311	23.99-7.79 Hauling Unit 28yds			2422	69	7460	89			9883	58
Unit Cost		3	3	236	28.19-7.90 Hauling Unit 35yds			1864	40	6652	84			8517	24
			5	220	Trac drills 6" 12.47					2743	40			2743	40
			5	220	18.46 Compressors 1200cfm					4061	20			4061	20
			3	271½	2.01 Pickup (Foreman use)					*545	72			545	72
		2	2	243½	Blade 10.71-8.69 Processing & Maintaining Haul Road			2116	02	2607	89			4723	91
Sum TOTALS								29323	25	90340	81			119,664	06
ITEM COST															
Equip., Labor, Material as % of Item Cost												▨	▨	▨	▨

Operation								
Quantity								
Cost								
Unit Cost								

~~Production Analysis~~ NOTE: 4-21-71 A. Bollinger assembled This cost data from contractor's records. The time period covered began 10-5-70 and ended 4-12-71. Contractor's daily load count determined the 140,000 cu.yd. Volume. (Our engineer's estimate was 139,000 cu.yd.) Monthly rental rates were used on equipment. Current union wage scales were used for labor.

Unit

CA-100(3-71)
.2.

Sheet 2 of 2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

Section Bubbs Ranch - Weatherby	Prefix 601-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail I-80N	FAP No. I-80N-7(29)327		Date 4-22-71
Engineer Blickenstaff	Contractor Hughes & Ladd & Carl McConnell		
Description of Work Excavation Sta 99-107 (AREA A)			
Bid Price 1.00 /CY	Shift-Hours-Day	Quantity 140,479	Cost Analyst A Bollinger

CYCLE	Time Min.	No. Men	No. Equip.	Hrs.	DESCRIPTION	Material		Labor 29323.25		Equip. 90340.81		Overhead At	%	SUB-TOTAL 119664.06	
Load		3		346½	* Foreman 9.91			3433	82					3433	82
Go		3		249	Drillers 7.19			1790	31					1790	31
Unload		2		144	Chuck Tenders 6.86			987	84					987	84
Return		1		245	Grade setter 7.88			1930	60					1930	60
Wait		1		65	* Labor 6.86			445	90					445	90
Total		1		177	* Flagmen 6.86			1214	22					1214	22
Haul Dist.															
Unit Cost					Fed. 2500 cwt @ 6.50 cwt	16250	00							16250	00
					Caps 7146 @ 73.80 per hund	5240	00							5240	00
					Primer 89 Cwt @ 29.75 Cwt	2648	00							2648	00
TOTALS						24138		39,125	94	90,340	81			153604	75
ITEM COST							.17		.28		.64			[illegible]	
Equip., Labor, Material as % of Item Cost						16%		25.%		59%					

Operation	Rip & Process	Load	Haul	Haul Road	Drill & Load	Powder & Pa		All
Quantity	140,479							
Cost	40,996	18393	54306	4,904	9948	25,058		153605
Unit Cost	0.292	0.131	0.386	0.035	0.071	0.178		1.093

Production Analysis

[illegible] item Pickup	545.72
Foreman	3433.82
Labor	445.90
Flagmen	1214.22
	5639.66

153604.75
- 5639.66
147965.09 = 1.038114

CA-100(3-71)
2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

Sheet 1 of 2

Section Bubbs Ranch - Weatherby	Prefix 601-1071-900	Contract No. 7395	County Baker
Highway Old Oregon Trail	FAP No. I-80N-7(29)327		Date 4-22-71
Engineer Blickenstaff	Contractor Hughes & Ladd & McConnell		
Description of Work Excavation, Area "B", Sta 1438 to 1449 (+-)			
Bid Price $1.010	Shift-Hours-Day 2 8 & 7½	Quantity 282,434 Cu. Yd.	Cost Analyst Layton-Bollinger

CYCLE	Time Min.	No. Men	No. Equip.	Hrs.	DESCRIPTION	Material		Labor		Equip.		Overhead At	%	SUB-TOTAL	
Load		4	4	849	30.96 - 8.56 D-9 Rip & Process			7267	44	26,285	04	✓		33,552	48
Go		4	4	1085	24.77 - 8.56 D-8 " "			9287	60	26,875	45	✓		36,163	05
Unload		2	2	517	37.74 - 9.35 9 Yd. Loader			4833	95	19,511	58	✓		24,345	53
Return		1	1	116	24.82 - 9.19 5½ Yd. Loader			1066	04	2879	12	✓		3,945	16
Wait		1	1	176	14.43 - 8.56 3 Yd. Loader			1506	56	2539	68	✓		4046	24
Total		6	6	2220	19.06 - 7.79 23Yd End Dump			17,293	80	42,313	20	✓		59,607	00
Haul Dist.		3	3	622	23.99 - 7.79 28Yd. " "			4845	38	14,921	78	✓		19,767	16
Unit Cost		3	3	192	28.19 - 7.90 35Yd " "			1516	80	5412	48	✓		6929	28
			4	312	6" Airtrack 12.47					3890	64	✓		3890	64
			4	312	1200 Compressor 18.46					5759	52	✓		5759	52
	*		3	483	½ ton Pickup 2.01					970	83			970	83
		2	2	644	10.71 - 8.69 Grader			5596	36	6897	24	✓		12,493	60
~~TOTALS~~ sub								53,213	93	158256	56				
ITEM COST															
Equip., Labor, Material as % of Item Cost												▨	▨	▨	▨

~~Operation~~		Flag	782.04
~~Quantity~~	PRORATE costs	Forem Labor	4964.91 1179.92
~~Cost~~		pickup.	970.83 7897.70 ÷ 248,599.84 = 0.3177 %
~~Unit Cost~~			

~~Production analysis~~ NOTE: 4-21-71 A. Bollinger assembled this cost data from contractor's field office records. The time period covered began 10-22-70 and ended 4-8-71. Contractor's daily load count determined the 282,000 cy. Volume. (our Engineer's estimate was 240,000 cy) Monthly rental rates were used on equipment. Current union wage scales were used for labor.

CA-100(3-71)
2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

sheet 2 of 2

Section Bubbs Rch - Weatherby	Prefix 601-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail	FAP No, 1-80N-7(29)327		Date 4-22-71
Engineer L. Blickenstaff	Contractor Hughes + Ladd & Carl McConnell		
Description of Work Ex @ sta. 1438 to 1449(+-)			
Bid Price 1.10 / cy	Shift-Hours-Day	Quan tity	Cost Analyst Layton + A. Bollinger

CYCLE	Time Min.	No. Men	No. Equip	Hrs.	DESCRIPTION	Material		Labor		Equip.		Overhead At	%	SUB-TOTAL	
Load	*	3		501	Foremen. 9.91			4964	91					4964	91
Go		4		324	Driller 7.19			2329	56	✓				2329	56
Unload		3		232	Chuck Tender 6.86			1591	52	✓				1591	52
Return		3		389	Grade Setter 7.88			3065	32	✓				3065	32
Wait	*	2		172	Laborer 6.86			1179	92					1179	92
Total	*	2		114	Flagman 6.86			782	04	✓				782	04
Haul Dist.															
Unit Cost					3217 cwt Fert 6.50 cwt	20,911	80			✓				20,911	80
					9192 Caps 73.80	6783	70			✓				6783	70
					114.9 cwt primer 29.75 cwt	3418	28			✓				3418	28
TOTALS						31,113	78	67,127	20	158,256	56			256.497	54
ITEM COST						0	11	0	24	0	56			0.91	
Equip., Labor, Material as % of Item Cost						12%		26%		62%					

Operation	Rip & Process	Load	Haul	Haul Road	Drill & Load.	Powder & Primer		All
Qu antity	282.434	—	—	—	—	—		
Cost	75.093.00	33.364.17	87.045.21	12.890.50	14.002.40	32.102.26		256.497.54
Unit Cost	0.266	0.118	0.315	0.046	0.05	0.114		0.91

Production Analysis

Equipment and Labor hours taken from Contractors time sheets, monthly rental on equip., union wages. Powder averaged and figured by holes drilled.

CA-100(3-71)
2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

General Use
Rental Rate

Section Bubbs Ranch - Weatherby	Prefix 601-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail	FAP No. I-80N-7(29)327		Date 4-14-71
Engineer Blickenstaff	Contractor Hughes-Ladd		

Description of Work
Exc. Sta 118 Haul to waste area 0.50 mile.

Bid Price	Shift-Hours-Day	Quantity	Cost Analyst
$ 1.10	2 8 & 7½	490 yd/hr.	A Bollinger

CYCLE	Time Min.	No. Men	No. Equip.	Hrs.	DESCRIPTION	Material	Labor	Equip.	Overhead At %	SUB-TOTAL
Load	1.48	1	1	1	72-81 Loader		9 35	37 74	4 71	51 80
Go	2.50	1	1	1	D8-H w/D		8 56	21 41	3 00	32 97
Unload	0.75	1	1	1	D8-H w/D/R		8 56	26 07	3 47	38 10
Return	3.57	1	1	1	D-9 w/D/R		8 56	30 96	3 96	43 48
Wait	0.70	4	4	1	23 yd Dumps (7.34 / 19.06)		29 36	76 24	10 56	116 16
Total	9.00	1	1	1/4	12 E Blade (8.69 / 10.71)		2 17	2 68	49	5 34
Haul Dist.	0.5 Mi	1	1	1/2	Pickup - Foreman (2.01 / 9.91)		4 96	1 00	60	6 56
Unit Cost	$ 0.60									
					.04210 282.51 ⟌ 11.90					
TOTALS							71 52	196 10	26 79	294 41
ITEM COST							0 15	0 40	0 05	+(PART COST) 0.60
Equip., Labor, Material as % of Item Cost							27%	73%		

Operation	Load	Haul	Process	Rip
Quantity	490	490	490	490
Cost	53.99	121.06	34.36	85.02
Unit Cost	0.11	0.25	0.07	0.17

Production Analysis NOTE: Field cost study 4-14-71 by A. Bollinger

Generally good, ripping could have been a little better, then cost of operation would have increased. Dump area a little restricted, slight held up.

CA-100(3-71)
2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

General use
Equip-Use Rate.

Section Bubbs Ranch - Weatherby	Prefix 601-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail	FAP No. I-80-N-7(29) 327		Date 4-13-71
Engineer Blickenstaff	Contractor Hughes-Ladd.		
Description of Work Exc. Station 115 to 119, haul 0.5 mile to waste area.			
Bid Price $ 1.10	Shift-Hours-Day 2 8-7½	Quantity 480 yd/hour	Cost Analyst A. Bollinger

CYCLE	Time Min.	No. Men	No. Equip.	Hrs.	DESCRIPTION	Material		Labor		Equip.		Overhead At 10 %		SUB-TOTAL	
Load	1.38	1	1	1	988 Loader (5½)			9	17	24	82	3	40	37	39
Go	2.50	1	1	1	D8-H w/D			8	56	21	41	3	00	32	97
Unload	0.55	1	1	1	D8-H w/D/R			8	56	26	07	3	47	38	10
Return 8.3 MPH	3.61	1	1	1	D9 w/D/R.			8	56	30	96	3	76	43	48
Wait	0.78	4	4	1	7.34 19.06 23yd Dumps			29	36	76	24	10	56	116	16
Total	8.82	1	1	¼	12 Blade 8.69 10.71			2	17	2	68		49	5	34
Haul Dist.	0.5mi.	1	1	½	2.01 9.91 Pickup - Foreman			4	96	1	00		60	6	56
Unit Cost	$ 0.58														
					$44.38 268.10) 11.90										
TOTALS								71	34	183	18	25	48	280	00
ITEM COST								0	15		38		05	(PART COST) 0.58	
Equip., Labor, Material as % of Item Cost								28%		72%					

Operation	Load	Haul	Process	Rip
Quantity	480	480	480	480
Cost	0.08	0.25	0.07	0.18
Unit Cost	39.05	121.32	34.43	25.20

Production Analysis NOTE: FIELD COST, STUDY 4-13-71 BY A. BOLLINGER.
One ripper cat seemed about 75 to 80% efficient, loader operator good, haul good but dumping sometimes little slow.

CA-100(3-71)
2.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

Section Bubbs Ranch - Weatherby	Prefix 601-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail (80-N)	FAP No. I-80N-7(29)327		Date 3-11-71
Engineer Bickenstaff	Contractor Hughes-Ladd		
Description of Work Excav. and Haul from Area "B" Sta 171-175			
Bid Price 1¹⁰	Shift-Hours-Day 1 - 8	Quantity 308.	Cost Analyst A. Bollinger

CYCLE	Time Min.	No. Men	No. Equip.	Hrs.	DESCRIPTION	Material	Labor	Equip.	Overhead At 10 %	SUB-TOTAL
Load	4.48	1	1	1	966 Loader		8 06	14 43	2 25	24 74
20 MPH. Go	3.70	3	3	1	R-35 Dumps (7.27) (19.06)		21 81	57 15	7 90	86 89
Unload	0.30	1	1	1/3	Pickup - Foreman 2.01 8.62		2 87	0 67	0 35	3 89
20.5 MPH. Return	3.50	1	1		D8-H		8 06	21 41	2 95	32 42
Wait	0.96									
Total	13.44									
Haul Dist.	1.3mi									
Unit Cost										
TOTALS							40 80	93 69	13 45	147 94
ITEM COST							0 13	0 31	0 04	(PART COST) 0.48
Equip., Labor, Material as % of Item Cost							30.3	69.7		

Operation	Rip & Doze	Load	Haul
Quantity	308	308	308
Cost	33.29	25.41	89.24
Unit Cost	0.108	0.082	0.29

Production Analysis NOTE: FIELD COST STUDY 3-11-71 BY A. BOLLINGER

Operation was representative of average operation. Process on grade not shown as 3 operations were hauling to same area, no total embankment available

CA-100(3-71)
2

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
COST ANALYSIS - CONSTRUCTION SECTION

Section Bubbs Ranch - Weatherby	Prefix 601-1071	Contract No. 7395	County Baker
Highway Old Oregon Trail	FAP No, I-80N-7(22) 327		Date 3-11-71
Engineer Bluckenstaff	Contractor Hughes - Ladd		
Description of Work Excav. & Load - Area "B"	Sta 171-175		
Bid Price 1⁰⁰	Shift-Hours-Day 1 — 8	Quantity 510 C.Y.	Cost Analyst A. Bollinger

CYCLE	Time Min.	No. Men	No. Equip	Hrs.	DESCRIPTION	Material	Labor	Equip.	Overhead At 10 %	SUB-TOTAL
Load		1	1	1	72-81 loader		8 85	28 19	3 70	40 74
Go		1	1	1	D8-H Cat		8 06	21 41	2 95	32 42
Unload		1	1	1/3	Pickup - Foreman		2 87	0 67	0 35	3 89
Return										
Wait										
Total										
Haul Dist.									.05317	
Unit Cost								73.16	3.89	
TOTALS							19 78	50 27	7 00	77 05
ITEM COST							0 04	0 10	-	(PART COST) 0.15
Equip., Labor, Material as % of Item Cost							28.2%	71.8%		

Operation	Rip & Push	Load						
Quantity	510	510						
Cost	34.14	42.91						
Unit Cost	0.066	0.084						

Production Analysis NOTE: FIELD COST STUDY 3-11-71 BY A BOLLINGER

Loading operation good in easy rip material

Euc Wagons with trailer jumped back and forth to other loader and couldn't keep track of haul.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 28, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch - Weatherby Section

Mr. Morgan's April 19 letter requests approval for changing the design on additional rock cut slopes from 1/4:1 slopes with benches to a 1 1/4:1 slope with a fallout area. Including a similar design change (Station 110-130) approval by my March 31 memorandum the total additional excavation on this project is estimated at 2,045,000 cubic yards. The contractor will perform all the excavation at the contract unit price of either $1 or $1.10/cu.yd.

The need for revising the rock slopes is clearly supported by the failures being experienced on the slopes constructed to plan. Safety to the public and to workmen on the project are also important reasons for the change. Accidents resulting from the unstable rock slopes have occurred and the Workmens Compensation Board has stopped work in one area for safety reasons.

Recommendations by the special studies engineer and soils and geology engineer included with Mr. E. L. Johnson's April 12 letter support the requested slope flattening. The difficulties in anticipating the characteristics of this highly jointed argillite rock are also described.

I concur in your recommendation to proceed with flattening the rock cut slopes set forth in your letter with payment for additional quantities at contract unit price.

NOTED
E. L. JOHNSON

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

I-80N-7(29)327
1345

DATE: April 23, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(30)333 and I-80N-7(29)327
Weatherby-Lime and Bubbs Ranch-Weatherby

I concur in the proposal described in Mr. Johnson's March 18 letter to eliminate the W-beam median barrier on these projects and to let a future separate contract for a GM-type barrier.

4-26-71
Sharon
cy-Clubrop

NOTED
TOM EDWARDS

cy Morgan + Merchant
4-27-71

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Morgan

Routing
4 Morgan
NOTED
R. HECTOR
3 Walker

RECEIVED
APR 27 1971
CONSTRUCTION
DIVISION

REC'D DIV OFFICE
LA GRANDE

Baker, Oregon
April 21, 1971

H.S. Coulter

Slide at Rattlesnake Springs

MEMO TO THE FILES:

Dubbs Ranch-Weatherby Sec.
Old Oregon Trail Highway
Contract 7395

NOTED
A. E. JOHNSON

On the night of Friday, April 9, 1971 at Approx. 11:00 PM a slide occured at Sta. 118 while the contractor's dozers were working in the lower "moat" area adjacent to the railroad tracks. The slide of 1,000 Cy. or more partially covered a dozer, injured the operator and filled the moat area.

Mr. Leonard Herron of the Workman's Compensation Board later came to the job, issued instructions to the contractor as to how they were to remove their dozer and also instructed the contractor not to put their equipment in the moat area at this location again.

On Monday, April 12, Mr. Kent Swadberg, Eng.-Insp. for the UPRR informed me the UPRR demanded that the slide material in the moat be removed immediately and that the moat never be filled again.

I, on instructions from my department, had previously informed the contractor that this moat had to be enlarged and a higher berm built between the moat and the railroad before he could remove the excavation at the top of the cut at Sta. 118±. We had previously been talking about enlarging the moat by taking 30 feet or so from the face of the cut, working at about moat level. Due to the nature of the of the ground and in keeping with Mr. Herron's instructions regarding working in similar areas I had gone to the job Friday morning especially to tell the contractor that we were no longer insisting they take this slice off at moat level. Ray Scott and I met with Mr. Ladd, his project Supt., Jack Griffin and his project Engineer, Steve Anderson at this area at Rattlesnake Springs on the morning of Friday, April 9 to convey this information. At that time I stated we would permit the contractor to enlarge the moat by starting a slope down from an existing pioneer notch Approx. 50 feet above moat level and this Mr. Ladd said they would do.

After the slide occured the situation was such that we were telling the contractor he had to periodically fill up and clean out the moat, the safety people were telling the contractor he could not work in the moat and the railroad was telling everyone the moat had to be cleaned out and never filled up again.

(more)

In order to solve this impasse I arranged a meeting for Tuesday, April 13, at 1:30 PM which was attended by Mr. A. Shirley, Ray Scott and myself of OSHD, Mr. Swadberg of the UPRR, Mr. Herron and Mr. Poorman of the Workmen's Compensation Board and Mr. Jack Griffin and Mr. R. Green of Hughes and Ladd.

At this meeting Mr. Poorman gave the contractor permission to clean out the moat and to enlarge it by starting a slope down as the contractor and I had previously discussed Friday morning. Mr. Swadberg of the UPRR said the removal of the material from the moat and the future filling and cleaning out of the moat was satisfactory with him. Mr. Griffin said he would proceed with this work on this basis, working only during daylight hours.

After this meeting, all in attendance except Mr. Swadberg went to the cut at Sta. 102± where the safety people pointed out some work they wanted done high up on the ends of the cut before they would permit the contractor to work under these two spots. They informed the contractor that except for these two places, the contractor could proceed with his work in this cut providing workmen did not work in an area below a dozer which was pushing material from a bench at a higher level.

We then went to the cut at Sta. 1440-1450 where the safety people had previously stopped the contractor from working on top of the last remaining portion of the cut and up against the ¼:1 slope. At this time the safety people gave the contractor permission to remove this last portion of the original cut by drilling breast holes from roadbed level, shooting this material and excavating it from roadbed level. It is the contractor's plan and our wishes that this be done to provide room for the contractor to build a large berm between the cut and the travelled roadway before the contractor starts laying this cut back on a flatter slope.

L. V. Blickenstaff

L. V. Blickenstaff

Resident Engineer

RECEIVED
APR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

c/c H. S. Coulter
c/c Hughes-Ladd & McConnell, Durkee

cc: F.D. Morgan

RECEIVED
APR 21 1971
UTILITY UNIT

For File

OREGON STATE
HIGHWAY DIVISION

I-80N-7(29)327
7395

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

April 20, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Access to Weatherby Station
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
Your File No. D 315 - 2 - 129

Gentlemen:

This is in reply to your letter dated April 8, 1971 requesting that a temporary access be established to your Weatherby Station from the existing highway through the Weatherby Interchange across our new bridge no. 9333.

I have been advised that such an access was constructed on about April 9, 1971 and is available for use by your forces.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe w/copy of UP letter
H. S. Coulter
L. V. Blickenstaff

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 8, 1971

(File Ref. D 315 - 2 - 129)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Routing
RECEIVED
CONSTRUCTION DIVISION

Dear Sir:

Bubbs Ranch - Weatherby Section,
Old Oregon Trail Highway

Our Maintenance Forces at Weatherby Station are presently forced to cross the tracks at grade at two locations in order to gain ingress and egress, since your Contractor's equipment caused collapse of the bridge on the access road previously utilized. Since the railroad tracks are frequently blocked by trains, this creates considerable delay in getting Flagmen from Weatherby to the construction areas. For example, the Rye Valley overcrossing construction requires a Railroad Flagman be on duty at 6:01 AM, at which time a Train Order goes into effect requiring all trains to stop unless proceed signal is received from the Railroad Flagman.

On April 7, 1971, the grade crossings at Weatherby were blocked by a train which delayed the Railroad Flagman in arriving at the Rye Valley overcrossing, resulting in a 55-minute train delay. This delay could have been avoided if your new Bridge No. 9333 was available for access to Weatherby Station. I understand that construction of this bridge is complete except for installation of guardrail and approach fills. Will you please investigate the possibility of making this bridge available for our access, installing temporary timber guardrails, if necessary. Aside from the delays, use of the grade crossings is objectionable from a safety standpoint.

Will you kindly advise?

Yours very truly,

RB Hardin

R. B. Hardin,
Superintendent

cc: Mr. L. V. Blickenstaff,
Resident Engineer
Oregon State Highway Division
P.O. Box 269
Baker, Oregon 97814

FD MORGAN

HS COULTER — PLEASE ADVISE WHAT ACTION HAS BEEN TAKEN.

I

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-80N-7(22)327
7345

April 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Review of the slopes on the Bubbs Ranch-Weatherby Section of I-80N has indicated that some cut slopes should be flattened. With your approval, work will proceed on the following basis:

1. Cut slopes listed below will be excavated to a 1-1/4:1 slope with some grade change where possible.

Station to Station	Material Over Plan Quantity		
1435 - 1450	480,000	cubic	yards
1455 - 1461	135,000	"	"
110 - 130	930,000	"	"
155 - 187	500,000	"	"
Total	2,045,000	"	"

Station 1455 - 1461 and 110 - 130 have already received approval for use of the 1-1/4:1 slopes at unit bid prices.

2. Materials will be wasted at the closest possible areas with due consideration being given to the stability of the underlying ground, drainage, and appearance.

3. Any disposal areas outside the existing right of way will be furnished by the State.

4. The contractor will attempt to complete the entire project within the time set forth in the contract.

5. The contractor will perform all the grading work involved in flattening these back slopes at the contract bid prices. Price Agreements have been prepared covering the work at Station 1455 - 1461 and Station 110 - 130 and covering work in connection with the railroad crossings and detour construction. Another Price Agreement will be submitted to cover the additional work at the two other areas.

Unit bid prices for the General Excavation on this project are:

006 General Excavation, Location "A"	$1.00 per cubic yard
007 General Excavation, Location "B"	$1.10 per cubic yard

Most of the 980,000 cubic yards to be covered by this Price Agreement will be in Location "B" and will cost an estimated $1,078,000.

May we have your approval to proceed in this manner.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fw

cc A. E. Johnson
H. S. Coulter

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I 11-7

Form E-206 (Rev. 11-70)

RECEIVED
APR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7395

STATE COPY G-11

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-15-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 4-27-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby
Highway Old Oregon Trail
County Baker
Contractor Hughes-Ladd & McConnell
Address P. O. Box 235, Durkee, Oregon 97905

Date 1971
Contract No. 7395
Prefix 601-1071
F. A. Project No. I-80N-7(29)327
Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Salvage and re-install Type II right of way fence in areas where the fence was installed on the original right of way line and must be moved, due to revised slopes, to the new right of way line.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

NOTED

Labor, equipment rental and extra materials - - - - $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated ans is not part of the contract. It is required due to the required flattening of cut slopes.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,312,858.3	
Present estimate of project cost, including $1,000.00 for work under this order	$10,626,500.00	
Expected over-run amount	$313,641.6	
Expected over-run per cent	3%	

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended:
For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended:

Approved
5-4-71

RECEIVED
APR 14 1971

I-80N-7(29)327
7395

April 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Bubbs Ranch-Weatherby Section
Contract No. 7395
F. A. Project No. I-80N-7(29)327
Rattlesnake Springs Wayside Park

A contract for construction of the subject project was awarded June 16, 1970. As work progressed on this project it was determined necessary to flatten several cut slopes because the material in-place will not stand as steep as anticipated. Combined with slides which have developed on the project this creates excess material, presenting a problem of disposal.

Initially, a waste area was obtained from the Bureau of Land Management for disposal of slide material (Area No. 1 on the attached map). The necessity of flattening slopes has subsequently created a need for a larger disposal area, and it is proposed to use an area adjacent to that presently in use (see Areas 2 and 3 on the attached map). Part of this additional area is known as Rattlesnake Spring Park (Area 2 on the attached map). This area was acquired in 1928 and only a small area immediately adjacent to the highway was developed for wayside purposes. This was a minimal development consisting of pit toilets, a drinking fountain, and tables. Last year the wayside was abandoned and will be replaced by the Weatherby Safety Rest Area now being constructed 3.2 miles to the north. As a matter of historical interest, the concrete drinking fountain has been removed from the old wayside and will be installed at the new rest area site.

As evidenced by the attached letters from the jurisdictional agencies (Parks and Maintenance Sections of the State Highway Division), the Rattlesnake Springs area has no significance as park land. It is therefore my conclusion that the subject project does not require a determination as set forth in Section 4(f) of the Department of Transportation Act. Your concurrence in this matter is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur____________________________ Date____________________________
Division Engineer

cc: R. L. Porter
Tom Edwards
L. P. Shaw
Victor D. Wolfe
L. H. Young
F. L. Hall
D. H. Moehring
H. S. Coulter
F. D. Morgan

RWE:ia

FORM B-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1971

SUBJECT:

To: Mr. Bob Ellison
Assistant Program & Planning Engineer
BUILDING

This is in answer to your verbal inquiry about our interest in the Rattlesnake Springs Roadside Rest Area located in Baker County.

This area is not included as a part of the State Parks System. Many of the early acquisitions, which are prefaced with a "P" number as is this area, are now included in the Highway Division roadside rest area system. Control of the roadside rest areas is divided between the Design Section, Landscape Unit, and the Maintenance Section for development and maintenance.

Any contemplated change in the use pattern of these areas should be approved by those sections.

David G. Talbot
State Parks Superintendent

By Ray Wilson
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

RECEIVED
[illegible] 6 1971
PROGRAM & PLANNING
DIVISION

Salem, Oregon
April 2, 1971

Rattlesnake Springs
Roadside Rest Area
Old M.P. 367
Old Oregon Trail, I-80N

A. E. Johnson
Asst. State Highway Engineer

Building

This 40 acres was acquired in 1928 from Sam Boardman as a Roadside Development Area.

Pit type toilets, a water fountain, and tables were established here and it was utilized as a Rest Area until the fall of 1970.

All the rest area equipment was removed at that time and no further rest area was planned at this site, and no access from the freeway was provided.

Rattlesnake Springs is located approximately 3.2 miles northerly of the Weatherby Safety Rest Area now under construction.

The deed from Boardman was designated Roadside Development Area, but no deed restrictions appear that call for reversion rights or other penalties if the 40 acres are not used for that purpose.

Construction intends to waste a large portion of 1,000,000 cu. yds. of material in the easterly portion of this 40 acre plot.

The Maintenance Section does not require the retention of this area for a Rest Area site.

Bothman

Robert N. Bothman
Maintenance Engineer

CMW:mp

[illegible]
APR 14 1971

I-80N-[illegible])-27
7395

Salem, Oregon
April 13, 1971

F. D. Morgan
Construction Engineer

BUILDING

Weatherby-Lime Section
I-80N, Contract No. 7352

Bubbs Ranch-Weatherby Section
I-80N, Contract No. 7395

The decision has been made to eliminate the median guardrail on the two subject projects and provide, under later contracts, GM median rails.

Please proceed to do the necessary things to accomplish this. Included will be the purchase of all guardrail material already fabricated in accordance with standard specification provisions and the payment of documented overhead expenses in connection with the elimination of the guardrail. Any overhead expenses should be well documented and should not contain an item of profit.

It will be necessary to provide for required drainage in connection with the GM rail and to provide temporary guardrail across several bridges during stage construction.

Please ask our Regional Engineer to keep the local Federal Highway Administration Area Engineer informed of his actions.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc H. S. Coulter

RECEIVED
MAY 4 - 1971
FOR

I-80N-7(29)327
131

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 9, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

Johnson

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch - Weatherby Section
State Force Order No. 6
Total Estimated Amount of the Order - $17,500
Federal Participation - $15,750

Reference is made to Mr. Bond's letter of March 26, 1971 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The State has the necessary special equipment and trained personnel to perform this work most economically and expeditiously.

2. The salvage value of materials will be determined and an appropriate credit made to the project after the detour has been removed.

The estimated total costs of the work to be done under this order is $17,500 with Federal participation of $15,750.

Orig to Constr 4-14-71

Enclosure
State Force Order No. 6

NOTED
TOM EDWARDS

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form [illegible] (Rev. 8-70)

STATE COPY G-1 PC

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 3-1-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE
FEDERAL HIGHWAY ADMINISTRATION

Contract No.
Order No. 6

Section Bubbs Ranch-Weatherby Date February 26, 1971
Highway Old Oregon Trail F.A.P. No. I-80N-7(29)327
County Baker Prefix 601-1071 Account No. 274-0406

Description of Work To Be Done:

Install temporary signals, illumination and signing for the Rattlesnake Springs detour.
Also covers cost of removal when need for detour ends.

Location by Station Numbers:

100-142

Estimate of Quantities and Costs:

Materials - - - - - - - - -	$10,500.00
Labor & Equipment - - - -	7,000.00
Total	$17,500.00

Explanation:

This detour and the required signing etc. was not anticipated in the contract.
Salvage value of materials will be determined and credited to the project when detour is removed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,312,858.31	
Present estimate of project cost, including $17,500.00 for work under this order	$10,800,000.00	
Expected under-run / over-run (amount) over	$487,141.69	
Expected under-run / over-run (per cent) over	5	

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer Maintenance

Approved: Construction Engineer

RECEIVED
APR 14 1971

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

[illegible]
7:35

APRIL 8, 1971

File Ref. D 315 - 2 - 129

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

RECEIVED
CONSTRUCTION DIVISION

Routing
Pe…
Swan
Clark
Litchfield
Gallagher
Crain

Dear Sir:

Bubbs Ranch - Weatherby Section,
Old Oregon Trail Highway

It has come to my attention that a dump truck operated by Mr. R. M. Osborne, Subcontractor for Hughes & Ladd, Inc., on the above-captioned project, was parked directly on our main line track at the Cartwright crossing opposite Highway Station 270+00 at the west end of Weatherby at 10 AM, April 7, 1971. I am not aware of the reason for the truck parking.

It is inconceivable that anyone would park a truck on the track, especially at this location where there is ample room to park in the clear.

Will you please arrange to instruct your Contractors and Subcontractors to keep all equipment clear of the track unless absolutely required in performance of construction on our right of way and then only when such operations are protected by a Railroad Flagman.

I would appreciate your cooperation in this matter since safety is of prime importance to the Railroad, and I am sure to the State as well.

Yours very truly,

R B Hardin

R. B. Hardin,
Superintendent

cc: Mr. L. V. Blickenstaff,
Res. Engr., Oregon State
Highway Division, PO Box 269
Baker, Oregon 97814

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FB KLABOE, FD MORGAN
HS COULTER - PLEASE ADVISE CONTRACTOR

RECEIVED
APR 12 1971
FORM E-30 (REV. 10-66)

FOR FILING

I 80N-7(22)327
7395

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1971

NOTED
A. E. JOHNSON

SUBJECT: Bubbs Ranch-Weatherby
Old Oregon Trail Highway
Baker County
Failures in Argillite Rock Cut Slopes

To: L. H. Young
Program & Planning Engineer
Highway Building
Salem

Attention: W. H. Tebeau

Inspection was made of the argillite rock cuts being made for construction of the subject section in company with Ed Johnsen, Les Blickenstaff, and John Walker on March 30 and 31. A problem has arisen in that the cuts as designed on 1/4 to 1 slope with benches on 60-feet vertical spacing cannot be constructed. The rock is falling out of the cuts to near 3/4 to 1 in a number of locations.

The failure of the rock to hold on 1/4 to 1 slopes is due to the presence of joint surfaces existing at random intervals and attitudes, some of which are relatively large in surface area. Where these surfaces are intersected and dip steeply toward the cut, the material on top of the joint falls down the slope from insufficient resistance to sliding.

The primary characteristic difference between the argillite rock in these cuts and lava rock in which such steep cuts can usually be made, is the presence of joints of such continuous wide areal extent. And while the presence of these joints is common in metamorphic rock, as this argillite is, they are not always present. For instance, they are not present in the limestone at Nelson Point or in the big cut to the south at Lime.

Furthermore, neither the areal extent or the sliding resistance of the random joints can be determined by any ordinary means of exploration.

A couple of minor differences between the joint characteristics in the argillite rock and those in lava rock are that the argillite joints must have clay in them if there is any weathering because argillite is formed from clay shale. Lava rock joints do not have clay in them unless there has been deep weathering or the clay has been carried into them. The other difference is that the joint system in lava rock can be rather reliably depended upon after it has been exposed, whereas the random occurrence and attitude of many of the joints im metamorphic rock make them impossible to predict by any practical means of exploration.

Obviously, the cuts which are in argillite cannot be made on 1/4 to 1 slopes and will have to be made flatter in most areas. How much flatter should be decided on consideration of the following factors.

The angle of sliding friction for sound rock on a rock surface without interlocking is seldom more than 45 degrees, which corresponds to a 1 to 1 slope for stability of a mass on it. This means that any rock mass lying on a slope steeper than 1 to 1 and not supported additionally by interlocking or tension attachment is subject to sliding. No significant mass of the argillite is likely to be without some interlocking, but many individual fragments are sure to be.

Secondly, any weathering in the joints in the argillite makes clay. Weathering in the joints so far is generally slight but even a thin layer of clay is weakening.

Finally, such weak and extensive joints as are able to survive construction without failing will be subject to additional stress from time to time due to heating and cooling, wetting and drying, freezing and thawing, so that these slopes can be expected to ravel significantly unless they are made near 1½ to 1.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: E. L. Johnsen

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1971
FOR FILING

I 80N 4(37)-37
7395

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
April 2, 1971

SUBJECT:
Rattlesnake Springs
Roadside Rest Area
Old M.P. 367
Old Oregon Trail, I-80N

To:

A. E. Johnson
Asst. State Highway Engineer

Building

This 40 acres was acquired in 1928 from Sam Boardman as a Roadside Development Area.

Pit type toilets, a water fountain, and tables were established here and it was utilized as a Rest Area until the fall of 1970.

All the rest area equipment was removed at that time and no further rest area was planned at this site, and no access from the freeway was provided.

Rattlesnake Springs is located approximately 3.2 miles northerly of the Weatherby Safety Rest Area now under construction.

The deed from Boardman was designated Roadside Development Area, but no deed restrictions appear that call for reversion rights or other penalties if the 40 acres are not used for that purpose.

Construction intends to waste a large portion of 1,000,000 cu. yds. of material in the easterly portion of this 40 acre plot.

The Maintenance Section does not require the retention of this area for a Rest Area site.

Robert N. Bothman

Robert N. Bothman
Maintenance Engineer

CMW:mp

RECEIVED
APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(29) Bubbs Ranch-Weatherby Section 1970
327 of Old Oregon Trail Hwy. (Grad.,
#7395 pav., struc. & sign.) Folder #1

C+A 3832
RR 684

RECEIVED
APR 5 - 1971

FOR FILING
[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 31, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch - Weatherby Section

Mr. Morgan's March 22 letter presents comparative estimates for several alternate designs for the Rattlesnake Springs Cut. These alternates were discussed at our March 11 field review.

I concur in your recommendation to proceed under Plan C, recognizing the potential yardage reduction and traffic convenience.

Orig to Morgan
4-2-71

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
APR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

7295

March 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Bubbs Ranch-Weatherby Section
Project No. I-80N-7(29)327

Dear Sir:

During our recent field trip to subject project, it was proposed that additional information would be obtained regarding the possible use of 1-1/4:1 slopes on the two alternate grading plans at Rattlesnake cut, Station 112 to 130. Submitted herewith are estimates for the two original plans "A" and "B" using 1-1/2:1 back slopes; also the two alternate plans "C" and "D" using 1-1/4:1 back slopes.

ESTIMATES FOR RATTLESNAKE SPRINGS CUT

	Cubic Yards	Cost
1. Plan "A" use 1-1/2:1 slopes & orig. grade	2,130,000	$2,402,000
12-1/2% Engr. & Cont.		300,000
Total		$2,702,000
2. Plan "B" use 1-1/2:1 slopes raised grade and binwall	1,604,000	$2,170,000
12-1/2% Engr. & Contingencies		271,000
Total		$2,441,000
3. Plan "C" use 1-1/4:1 slope original grade 16-foot fallout	1,673,000	$1,881,400
12-1/2% Engr. & Cont.		235,200
Total		$2,116,600
4. Plan "D" use 1-1/4:1 slope, raised grade, 16-foot Fallout and binwall	1,234,000	$1,746,000
12-1/2% Engr. & Cont.		218,200
Total		$1,964,200

Plan "C" will cost $150,000 more thanP lan "D".
Plan "D" may require more surfacing. $40,000
Plan "C" has potential savings in benches $110,000
of 100,000 or more over Plan "D" at $1.10

Plan "C" and "D" about equal.

We can assume Plan "C" can be constructed for approximately the same cost as Plan "D". It is anticipated that the contractor would much rather stay with the original grade as his crushing operations are involved. He plans to crush material from Rattlesnake Cut with his crushing plant set up just westerly of Rattlesnake Cut. Using this pattern for crushing, it would be almost impossible to construct a raised grade and handle any traffic through Rattlesnake Cut until the crushing operation is completed and the excavation of Rattlesnake Cut 95 percent complete.

It is recommended therefore that we proceed to excavate Rattlesnake Cut using Plan "C", 1-1/4:1 slope, original grade and a 16-foot fallout area. May we have your concurrence in this proposal.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FDM:fw

cc A. E. Johnson

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1971
FOR FILING

RECEIVED
MAR 31 1971
CONSTRUCTION DIVISION

Routing
2
Peaso E
Swan 3
Glenn
Litchfield

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 29, 1971

To:

Mr. F. D. Morgan
Construction Engineer

SALEM

SUBJECT:

Rock Slide
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Contract No. 7395

NOTED
A. E. JOHNSON

At approximately 4:30 p.m., p.s.t., on Saturday, March 27, 1971, Hughes and Ladd Company, general contractor on the Bubbs Ranch-Weatherby section of I-80N had men and equipment working between Stations 1444 and 1449 of said contract. Traffic was stopped by flagmen while a loader was engaged in clearing the road. A flagman saw a rock starting to move at approximate Station 1458 where no work was in progress and started to clear traffic from the area. He had cleared all vehicles except for one owned by Norman and Gwendolyn Kolling, 20330 S. W. Rachelle Court, Aloha, and driven by Mrs. Kolling. According to the flagman, he had advised her to move and she had stalled the vehicle and was unable to restart the engine. Flagman stated that he had asked her and her family to abandon the vehicle and she had refused. With her in her car were her husband and five children. Apparently she had moved the car a very short distance before it stalled. All traffic behind her was cleared by the flagman. The flagman stated that he carried one of the children to safety but, before he could return, a large rock struck the highway and rolled into the car, breaking the glass in the rear window and doing considerable other damage. Two of the children were cut by glass and the family was taken to the hospital in Baker by State Police office Keith Long. So far as is known at this time, there were no other injuries. Attending physician was Dr. Ward.

At the time of the slide, OSHD inspector Mike Eden and officer Long were stopped at Station 1430. They observed a cloud of dust and were told by a driver of a passing truck that there had been a slide with vehicle damage and injuries. Mr. Eden and officer Long went to the scene and the State Police contacted Ray Scott, OSHD Assistant Resident Engineer on the project. Mr. Scott arrived on the scene at about 5:30 p.m. He decided that the area should be flagged at all times and concurred with the contractor's suggestion that a berm be constructed between Station 1456 and 1459. This work was done between 7 and 9 p.m. Mr. Eden stayed at the scene until midnight and no further rocks fell.

3-31-71
2 Copies to Legal
Per John Bond
FW

3/31/71 Copy to A E Johnson
per John Bond
FW

See earlier preliminary Teletype

Mr. L. V. Blickenstaff, Resident Engineer OSHD assigned to the project, returned to Baker from Portland at approximately 7:00 p.m. and was told of the situation by Mr. Scott about 8:00 p.m. Mr. Blickenstaff called Mr. Fredrickson at his home shortly after 8:00 p.m. Since it was dark at this time, it was decided to meet at Mr. Blickenstaff's office at 8:00 a.m. on Sunday, March 28 and drive to the area. Mr. Blickenstaff went to the project Saturday evening and determined that everything had been done that was feasible at that time.

Mr. Blickenstaff, Mr. Scott and Mr. Fredrickson looked at the area Sunday morning. Prior to leaving Baker, Mr. Morgan, Construction Engineer, was informed of the situation. No further recommendations were made at that time. A series of pictures were taken of the cut; but by Sunday morning, all rock had been cleared from the road and a berm was in place between the highway and the cut face.

Data included in the above report was obtained from talking to officer Long, Mike Eden and Don Pringle, the contractor's flagman. No attempt has been made to contact the Kolling family. Officer Long gave the names of Marion Peterson and Donald L. Pringle as witnessed at the scene. A copy of a report from Mr. Eden and a copy of the Report of Motor Vehicle Accident Observed or Investigated by Employees made by Mr. Eden are attached.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Construction Engineer

COF:sh
Attachments

REPORT OF MOTOR VEHICLE ACCIDENT OBSERVED OR INVESTIGATED BY EMPLOYEES

☐ FATAL
☒ NON-FATAL

Date of Accident MARCH 27, 1971
Time of Accident 4:32 (A.M. or P.M.)
Name of Driver GWENDOLYN KOLLING
Name of Deceased (if any) ______
Date of Field Investigation 3/27/71
County BAKER
Highway Name OLD OREGON TRAIL
Highway Number 80
Route ______
General Location STA. 1457+50 ON BURBS RANCH - WEATHERBY JOB
Mile Post ______
Posted Speed 40 MPH.

Check Appropriate Items:

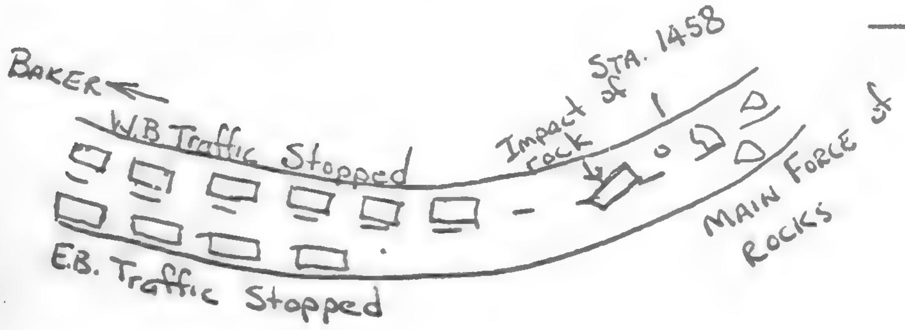
Type of Culture
__ Heavy
__ Moderate
__ Light
X None

Surface Condition
X Dry
__ Wet
__ Snow or Ice
__ ______ (other)

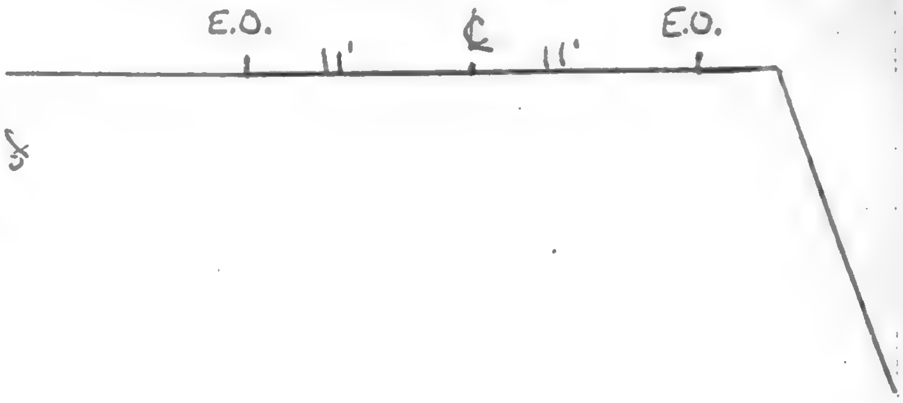
Grade (in direction of Vehicle's travel)
X Level
__ Hillcrest
__ Approx.__% descending
__ Approx.__% ascending

Lighting
X Daylight
__ Dawn or Dusk
__ Darkness Illum.
__ " ,non-Illum.

Alignment Indicate North
Sketch alignment and path of vehicle(s)



Highway X-Section
Sketch with dimensions



Description of Accident: At 4:29pm flagman, Don Pringle, at sta. 1456 noticed rocks starting to work at sta. 1458 He proceeded to sta. 1461 & stopped W.B. traffic, then he came back & with the aid of Howard Wilson started moving traffic from under cut at sta. 1458 All vehicles except one hit were moved. The car which was struck by a rock of about 4' in diameter, was stalled & the driver who was in an excited condition could not restart the motor. The car which was struck was a 1970 Pontiac Station Wagon, Oregon Lic. KGX-034, registered to Norman L. & Gwendolyn Kolling
(Use reverse side if more space required) (OVER)

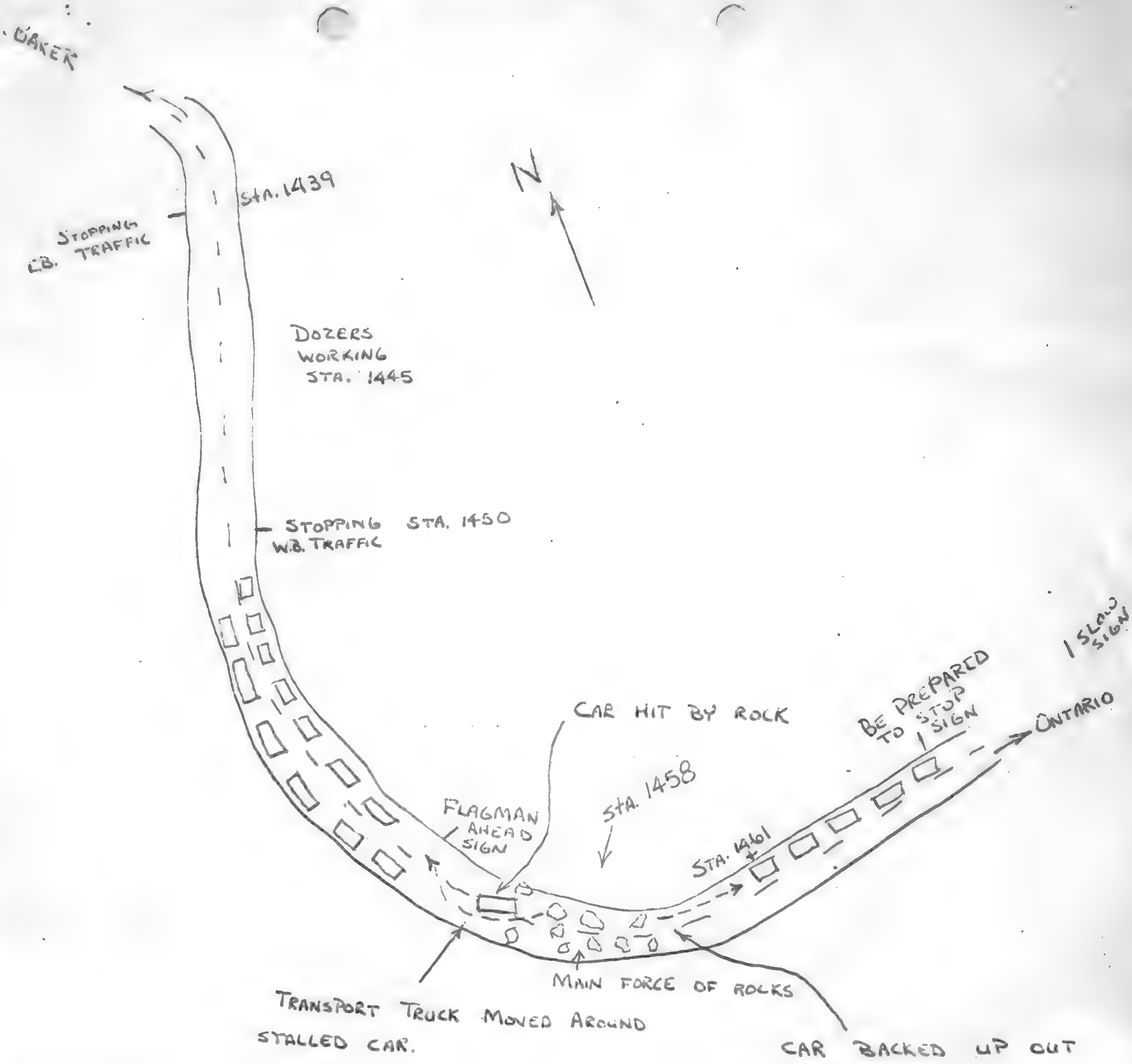
Distribution: Asst. State Hwy. Engr.
Maintenance Engineer
Traffic Engineer

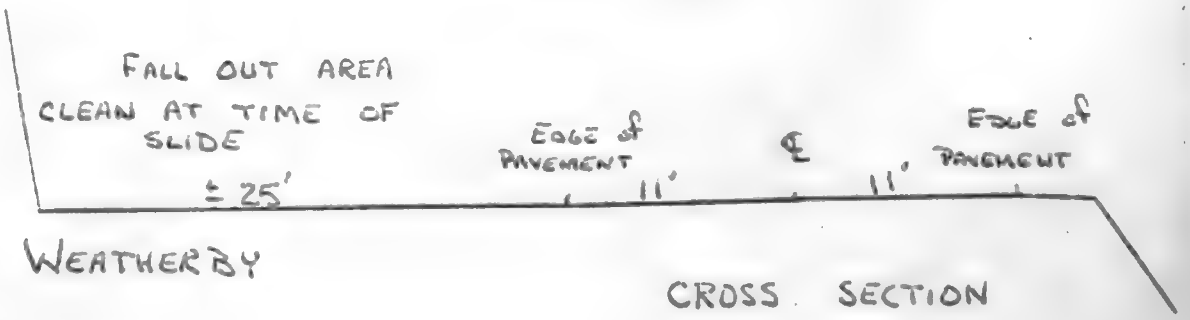
Investigator Michael W. Eden
Title Engineering Technician I

5/20/70

address 20330 SW Rochelle Ct., Aloha, Oregon. The car was driven by Mrs. Kolling and her passengers were her husband Norman L. age 31, and their five children, Alan Thomas (9yrs), Damon Clinton (8yrs), Mark Bradley (5yrs), Sean Myron (3yrs) & Gari Renee (1½) Mrs. Kolling's age was given as 29yrs.

Gari & Sean were treated for cuts & bruises & the other 3 children & the 2 adults were treated for bruises & shock. They were treated by Dr. Ward at St. Elizabeth Hospital in Baker.





CROSS SECTION

BUBBS RANCH WEATHERBY

WEATHER: CLOUDY

PAVEMENT CONDITIONS: DRY

Accident Report

Saturday, March 27, 1971, the contractor started his swing shift at 2:30 P.M. P.S.T. He was working 2 D-9 and 1 D-8 Cat dozers on bench at sta. 1442-1448. Between 2:30 and 2:45 the contractor was not stopping traffic for any length of time, but at 2:45 he started stopping traffic for 20min. intervals. Noticing that the flagmen were not walking the line of traffic, I told Mr. Howard Wilson, contractors foreman, that his flagmen should be walking traffic, and he replied that just as soon as his loader got back from another area of the job he would have his flagmen start walking. This was at 3:10 P.M. At 4:00 P.M. noticing that the loader was at sta. 1448 and the flagmen were still not walking the traffic, I again told Mr. Wilson that his flagmen should be walking. At this time he informed his flagmen to start walking the traffic. At this time I stopped at sta. 1430 and was talking to Oregon State Patrolman Keith Long. At about 4:30 P.M. we noticed dust rising over the cut at sta. 1445. This appeared to be coming from around sta. 1458, but this area was obscured from our vision by the cut at sta. 1445. Patrolman Long mentioned at this time that it looked like the contractor had set of a shot. At this time a transport truck pulled up and the driver informen Patrolman Long that a car had been hit by a rock. I proceeded to sta. 1456 at about 4:40 P.M. When I arrived traffic was stopped at sta. 1454 and the people from the struck car were on the highway at sta. 1454 and their car was being pushed offthe highway by Sam Cannon, a loader operator. Gwendolyn Kolling, driver of the struck car, was in a very nervous and excited condition. She was asking flagman Don Pringle why he had set off a shot while she was still in the way. Mr. Pringle and Mr. Wilson tried to explain that the rocks had slid out on their own and that there was no shot. At this time Patrolman Long had the father, Norman, and the 5 children in the patrol car and was trying to persuade Mrs. Kolling to get in, so they could get the children to the hospital. Mrs. Kolling finally calmed down and got into the patrol car. At this time Mr. Kolling, who had been quiet during this time began toyell at Mr. Wilson that he wanted to see an insurance man right then. Mr. Wilson tried to tell him that he try to get ahold of someone and have them come to the hospital in Baker to talk to him. This didn't seem to satisfy Mr. Kolling, but Patrolman Long took them to the hospital at this time. he highway was then cleaned off a traffic was resumed in about 5 minutes. This being about 4:50 P.M.

The story of what happened as told by Don Pringle and Howard Wilson is as foblows: Don was walking traffic which he had stopped at sta. 1450 and was back to sta. 1455 when he noticed that the rocks on top of cut at sta. 1458 were beginning to work. This was 4:29 P.M. Howard happened to be right there at this time. Don pointed this condition out to Howard and Howard went to Sta. 1450 to get W.B. traffic started so they would be out of the way. Don headed to sta. 1461 to get traffic stopped before they got backed up under cut at sta. 1458. While he was doing this a line of about 10 vehicles came through at sta. 1461. Don got allbut 5 of these vehicles stopped at sta. 1461. Hw then proceeded back to sta. 1457 to try and get vehicles moved from under cut at this sta. He told Mrs. Kolling to get down the road, but traffic in front of her was still stopped. At this time E.B. traffic which had been held up at sta. 1439 started coming down the road. Don saw this and got this traffic stopped at sta. 1454. While he was stopping the E.B. traffic Howard came back and got a car at sta. 1458 backed up out of the way. Don then got back to Mrs. Kolling and dold her to pull around the cars ahead of her but she had moved only about 10-15 feet when she stalled her car. At this time a transport truck behind Mrs. Kolling pulled oat and got around the stalled car. This left only the Kolling vehicle in danger. Don told Mrs. Kolling to get her car started and get it out of the way. She said she couldn't get it started, so Don told them to get out and run but she kept trying to get her car started. At this time the rocks came down and a rock approximately 4 ft. in diameter hit the right side of the car breaking the rear side window out. Had the Kolling vehiclw been moved another 20 ft. it would not have been hit.

The Kolling vehicle was a 1970 Pontiac sation wagon, Oregon License KGX-o34. Registered to Norman L. and Gwendolyn Kolling, 20330 S.W. Rachelle Ct., Aloha, Oregon. Passengers in the car Driven by Gwendolyn Kolling, were her husband Norman, age 31, and her 5 children, Alan Thomas, age 9 yrs., Damon Clinton, age 8 yrs., Mark Bradley, age 5 yrs., Sean Myron, age 3 yrs., and Gari Renee, age 1½ yrs. Sean and Gari were treated for cuts and bruises, and the other 3 children and the 2 adults were treated for bruises and shock. They were treated by Dr. Ward at St. Elizabeth Hospital in Baker.

After the accident I called Ray Scott and he arrived on the job at 5:30 P.M. We walked up on top of cut at sta. 1458 and noted that this area still appeared unstable. Ray Scott decided that we should set up light plants and keep a flagman at sta. 1458 throughout the night. Les Blickenstaff was on the job at 9:30 P.M. to look at the slide and he also thought that a flagman should be left at sta. 1458.

Marion Peterson, Baker, was an eye witness to the accident. Patrolman Long can get in touch with this person.

Michael W. Eden

Michael W. Eden

RECEIVED
MAR 31 1971

FOR FILING

I-80N-7(27)327
7395

CON LAG 226 3-24-71 11.58 AM

MORGAN

THE DETOUR AT RATTLESNAKE SPRINGS WAS OPENED AT 4 P. M. YESTERDAY.
THE PAVING WILL BE COMPLETED TODAY.

R D HECTOR
SH[illegible].

3/24/71
Copy to A. E. Johnson
per FO Morgan
JW

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
MAR 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

APR 8 1971
FOR FILING

I-80N-7(29)327
1395

Order No. **71 - 160**

Crossing No. 2A 373.92
2A 374.08

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-554

Klaboe

In the Matter of the Application of)
the State of Oregon, by and through)
its State Highway Commission, for)
authority to construct two temporary)
grade crossings of the mainline of) ORDER
the Oregon-Washington Railroad and)
Navigation Company, Union Pacific)
Railroad Company, lessee, located in)
the N½ NW¼ of Section 13, T. 12 S.,)
R. 43 E., W.M., Baker County, Oregon)

On February 12, 1971, the State of Oregon, by and through its State Highway Commission, duly filed an application with the commissioner seeking authority to construct two temporary highway grade crossings over the tracks and right of way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, lessee, located in Baker County, Oregon.

Copies of the application were duly served upon the superintendent and attorneys of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, lessee, Idaho Power Company, and Baker County.

By answer filed March 9, 1971, respondent railroads suggested certain changes in the application. Applicant filed answer agreeing to these changes on March 12, 1971.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the two temporary grade crossings as requested is hereby granted.

3. KLABOE

NOTED
TOM EDWARDS

(2) Applicant shall prepare plans, specifications, and supervise the construction of the highway detour.

(3) Applicant shall install two standard train actuated red-yellow-green traffic lights at each crossing, one facing southbound traffic and the other facing northbound traffic.

(4) Railroad shall install motor car indicators and audible alarms at each crossing.

(5) The audible alarm signals and actuated traffic lights shall be arranged to furnish a minimum of twenty seconds warning and a maximum of five minutes warning. The exact warning time to be furnished will be by agreement of the parties, provided that the commissioner shall be notified of the warning time in use.

(6) Operation of the traffic lights shall be arranged so that, upon original warning, the traffic signals on the outer edges of both crossings will turn to the red position and therefore prevent traffic from entering the detour which contains both crossings.

After an appropriate time is allowed for traffic on the detour to clear the crossing area, the remaining signals at the crossings shall turn red and therefore prevent any vehicles from entering upon either grade crossing.

(7) In addition to the train actuation ordered herein, applicant shall provide for operation of the signals by use of manual switches.

(8) Applicant shall furnish standby power to activate the signals in the event commercial power should fail.

(9) Applicant shall install standard advance warning signs in appropriate locations in advance of each crossing.

Applicant shall install on the outer advance warning signs on the outer edges of the crossings a flashing yellow light which will be interconnected with the traffic signals so that when the traffic signals turn yellow, the flashing yellow light will activate and continue operating until the traffic lights are turned to green.

(10) Applicant shall furnish a flagman at each crossing on a 24 hour per day basis.

(11) Railroad shall furnish a flagman at each crossing on a 24 hour per day basis.

(12) Applicant shall furnish and install, in addition to the standard railroad warning signs ordered herein:

two "SLOW" signs supplemented by continuously flashing yellow lights; two "BE PREPARED TO STOP" signs; and two "SIGNAL AHEAD" signs at appropriate locations on the outer edges of the detour.

(13) Railroad shall furnish and install two commissioner's standard No. 1R crossbucks at each crossing, which shall be placed at appropriate locations on both sides of each crossing.

(14) Railroad shall install plank crossings in the tracks for a width, when measured along the centerline of track, of eighty feet at the north crossing and ninety-six feet at the south crossing.

(15) Applicant shall bear all costs of the construction, maintenance and operation of the crossing projects, including reimbursement to the railroad for all necessary expenditures in connection therewith.

(16) Applicant shall, upon completion of the portion of the highway construction requiring the crossings, close the temporary crossings.

(17) Railroad shall, after closure of the temporary crossings and subject to reimbursement by applicant, remove the planking, crossbucks, track circuits, motor car indicators and audible alarms, and restore signal and communication lines, and other railroad property and facilities.

(18) Authority to maintain the temporary grade crossings here permitted shall expire and terminate six months from the effective date of this order, unless the commissioner shall, for good cause, otherwise direct.

Made, entered and effective MARCH 19 1971.

R. Haley
Public Utility Commissioner

RECEIVED
APR 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 29 [illegible]
FOR FILING

[illegible]

March 28, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 390
Salem, Oregon 97308

Dear Sir:

#1352

Re: Weatherby-Lime Section and
Bubba Ranch-Weatherby Section #1395
Project Nos. I-80N-7(30)333
I-80N-7(29)327

Both of the subject projects as contracted have significant quantities of median barrier, 32,200 feet on Weatherby-Lime and 30,000 feet on Bubba Ranch-Weatherby, all of the steel beam type. The projects were designed several years ago when the present concern for the safety features of the median barrier installation was not fully developed. Both projects have curves of maximum allowable curvature, and it is believed that a GM type barrier will be a much safer installation than a steel beam type.

Our own experience with the few installations of concrete median or GM type barrier, along with reports of its use in other areas, has convinced us that the GM type provides a higher degree of protection for the motorist. The estimated average cost on new construction of the brush type "W" beam rail is $10 per foot, and the concrete barrier $90 per cubic yard or $10.20 per foot. Present short-term experience with the GM type rail recently installed indicates considerably less maintenance cost for this type of installation compared to existing 'W' beam type median rail. We will be specifying this GM type on more future projects, including the LaGrande-Ladd Canyon Section which we hope to contract in April.

We have therefore explored the possibilities of changing to the GM type on these two current projects.

Quotations were secured from both contractors and are quite high. This is understandably so due to the contractors' scheduling, particularly on the Weatherby-Lime Section which is to be completed yet this year, and commitments to subcontractors or material suppliers for the post and rail type materials. We therefore believe there would be significant economy in contracting the median rail separately. We request your approval:

1. To delete all median rail construction from the current contracts.

2. For the State to purchase, nonparticipating, any materials which the contractors already have delivered or which cannot be economically cancelled. We would like the option of then utilizing this material on some future Federal-aid projects as State-furnished material but with eligibility for Federal-aid participation at that time.

3. To perform under the existing contracts, and on a participating basis, necessary related drainage work to accommodate the concrete barrier. This has been very roughly estimated at $30,000 on each contract, but this work would be handled by change orders in the usual manner.

4. In lieu of any of the above, if you cannot approve the change to concrete median, to upgrade the post and beam type median by the addition of a brush rail, this to be handled by participating change orders negotiated under the existing contracts.

An early reply would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. N. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. D. Morgan
L. H. Young
H. S. Coulter
F. B. Klaboe
Frank Hall

FDM/JAB:fw sr

I-80N-7(29)327

Form A-105 (Rev. 8-70)

STATE COPY GRP

OREGON STATE HIGHWAY DIVISION

STATE FORCES NOT INVOLVED

7-2-71

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7395

Order No. 5

Section Bubbs Ranch-Weatherby

Date March 16, 1971, 19 71

Highway Old Oregon Trail

F.A.P. No. I-80N-7(29)327

County Baker

Prefix 601-1071

Account No. 285-05

Description of Work To Be Done: Rearrange UPRR communication and signal facilities, remove and replace track guard rail, install and remove grade crossing planking and install track circuits to actuate traffic signals.

Location by Station Numbers:

1370 thru Equa. to 235

OFFICE OF STATE HIGHWAY ENGINEER

APPROVED EFFECTIVE DATE 1-25-71
Contingent upon modification of project agreement if additional funds are required
BY Valach
TITLE Dist. Engineer
DATE 4-7-71
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Rearrange temporary and permanent joint signal & Comm. line and install track circuits to actuate traffic signals - - - - - - - -	$21,725.00
Rearrange temporary and permanent communication wire line - - - - - -	5,000.00
Install & remove two Temp. grade crossings (Planks Furn. by Contr.)	1,000.00
Remove & replace track guard rail at east end of RR Br. 373.90	300.00
TOTAL	$28,025.00

Explanation:

Work to be performed by railroad forces and is required to put the Rattlesnake Springs detour in service.

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$10,312,858.3	
Present estimate of project cost, including $28,025.00 for work under this order	$10,500,000.0	
Expected under-run / over-run (amount) . . over . .	$187,141.6	
Expected under-run / over-run (per cent) . over . .	2 %	

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Regional Engineer

Approval Recommended: .... For Construc

Approved: ....

4-8-71

Form A-106--5M

7-75

STATE COPY

G-1P

STATE FORCES NOT INVOLVED

APPROVED EFFECTIVE DATE 3-1-71
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 4-7-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Bubbs Ranch-Weatherby Section
Date March 16, 1971

Highway Old Oregon Trail
Contract No. 7395
F. A. Project No. I-80N-7(29)327

County Baker
Prefix 601-1071
Account No. 285-04

Description of Work To Be Done:

Provide insurance to protect the Union Pacific Railroad Company from liability resulting from the construction of two grade crossings of the railroad on the highway detour at UPRR M.P. 374, commonly referred to as the Rattlesnake Springs area.

Location by Station Numbers:

116+00 to 124+00

Estimate of Quantities and Costs:

Pacific Indemnity Company, Policy No. LRP 11293 from March 10, 1971 to September 10, 1971

Lump sum $3,000.00

NOTED
TOM EDWARDS

Explanation:

Construction of the highway detour across the railroad tracks creates a new hazard to railroad operations, and the railroad requires this insurance before allowing the detour to be opened to traffic. This insurance will be secured by the State direct.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $10,312,858.31

Present estimate of project cost, including $3,000 for work under this order $10,312,858.31

Expected under-run / over-run (amount) . . . . . . $ -

Expected under-run / over-run (per cent) . . . . . -

Space to right of this line is for use of Salem Office

Submitted by: L. V. Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Shirley, Jr.
Division Engineer

Approved:
~~[illegible]~~
~~Office Engineer~~
Construction
4-1-71

State Printing

ROUGH DRAFT

Detour and Rock Cut
Rattlesnake Springs Area
Bubbs Ranch-Weatherby
Old Oregon Trail Highway
Contract 7395

MEMO TO THE FILE:

A meeting was held in Baker on March 11 reviewing the detour and proposed work near Rattlesnake Springs on the subject section. In attendance were the following people:

R. E. Simpson	FHWA
Ernie Valach	"
R. A. Nichols	"
A. E. Johnson	OSHD
F. D. Morgan	"
H. S. Coulter	"
A. Shirley, Jr.	"
L. V. Blickenstaff	"

After reviewing the cross sections in the office and viewing the area on the ground, it was agreed to proceed on the following basis:

1. Remove material on a 1¼:1 slope to a sixteen foot fallout with the understanding that when any material solid enough to stand on a slope steeper than this is encountered, that the slope will be moved out leaving as much material as possible remaining in place. In essence, the esthetic value of a uniform slope will become secondary to the saving in cost by not removing some materials.

2. Consideration will be made of a change in grade and use of a bin type retaining wall on the basis of not only economical evaluation of all costs involved, but that some additional value will be given to the apparent benefit to not only the contractor but the motoring public by permitting the termination of the use of the detour at the

earliest possible date.

3. The Federal Highway Administration agreed to participate in the payment of all railroad flagging costs during the shut down from about November 30 to the present time. Also it was their belief that the contractor should pay for the railroad flagging costs for at least removal of the amount of material equal to the contract quantities, but that the flagging costs incurred while removing the materials over and above the contract amount might be eligible for participation.

4. The FHA agreed to recognize as a participating cost all of the additional railroad costs involved in the construction of the detour and in the cost of state forces in the installation of the signing and illumination of the detour.

5. The other construction items involved in building of the detour will be handled at contract bid prices as was proposed by the contractor recently.

6. As stated in Mr. Walker's memorandum of February 26, 1971, that the excavation quantities will be removed at contract bid prices.

7. As stated in Mr. Walker's memorandum of February 26, 1971, the contractor's flagging costs from November 30 to March 15 will be paid by the ~~public~~ state but that the flagging costs through the remaining excavation work will be as a standard contract participating item.

John Walker

Memo was Jan 16th to March 15th

Walker will contact Coulter

RECEIVED
MAR 15 1971
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

I-80N-7(22)327
7395

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

March 11, 1971

Hon. Sam R. Haley
Public Utility Commissioner
State of Oregon
Public Service Building
Salem, Oregon 97310

Re: SXF-554, PUX-790 - application of State of Oregon, State Highway Commission, to construct two temporary grade crossings, Baker County, Oregon

Attention: Don Harkenson

Dear Mr. Harkenson:

As regards the above file, the State Highway Commission has no objection to the incorporation of the provisions of the amended answer of the O.W.R.&N. and Union Pacific railroads in any order the Commissioner may enter on this file.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
F.B. KLABOE

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:hg

cc - Mr. Tom Edwards
Mr. Fred Klaboe
Mr. Ted Litchfield
Union Pacific Railroad Company

RECEIVED
MAR 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR [illegible]

Median Barrier

Johnson

NOTED
A. E. JOHNSON

CON LAG 13 3-2-71 1.20 AM

✓ FRANK HALL

INFO COPY TO F. D. MORGAN

PRICE QUOTES FROM HUGHES AND LADD FOR REVISED MEDIAN BARRIER AS PER DRAWING FROM YOU DATED FEB. 18 AS FOLLOWS....

BRUSH RAIL TYPE	$10.45 PER FOOT
PRE CAST G. M.	13.85 PER FOOT
CAST IN PLACE G.M.	11.75 PER FOOT

RECOMMEND DELETION FROM CONTRACT AS SUGGESTED EARLIER. PLEASE ADVISE YOUR WISHES ON THIS AND ON WEATHERBY-LIME SECTION.

7395 Bubbs Ranch - Weatherby

7352

COULTER
SH 17/88.

$30,000

pay 1/10 = $300,000

NOTED
A. E. J[illegible]

NOTED
F. B. KLABOE

RECEIVED
JUN 10 1971
FORM 2-80 (REV. 10-60)
FOR FILING

I-80N-4(29)
7395

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1971

SUBJECT: Meeting Regarding Detour and Rock Cut
Rattlesnake Springs Area
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Contract No. 7395

To:

MEMO TO THE FILES

On February 24, 1971, the following personnel met at the Field Office of Hughes & Ladd Construction Company on the Bubbs Ranch-Weatherby Section to discuss problems regarding the detour and rock cut at the area known as Rattlesnake Springs.

Roy Ladd	Hughes & Ladd
Wally Hughes	Hughes & Ladd
Steve Anderson	Hughes & Ladd
H. S. Coulter	Oregon State Highway Division
Alfred Shirley	Oregon State Highway Division
T. W. Litchfield	Oregon State Highway Division
L. V. Blickenstaff	Oregon State Highway Division
John H. Walker	Oregon State Highway Division

The cut at the Rattlesnake Springs area, Station 118 to Station 125, had a planned typical section using 1/4:1 cut slopes with benches. The existing highway follows along the base of the cut and the railroad is adjacent to and parallels the highway. The cut is quite high and is primarily rock which has been found to be quite unstable due to it being for the most part in a broken and seamy condition. Contractors work operations have caused instances where rock slides have fallen onto the highway and railroad causing some traffic delays and a potential hazard. Due to danger to highway and railroad traffic, the contractor was ordered to stop all blasting operations at this area and it was subsequently decided to reroute the highway traffic on a detour across the railroad, around the cut area, then back across the railroad and connect with the existing highway. This will allow a dike to be erected on the existing highway and form a moat or fallout area to protect the railroad.

NOTED
A. E. JOHNSON

SP*52675-734

2 weeks

Seismograph data has confirmed that the planned typical roadway slope section of 1/4:1 slopes is virtually impossible to construct due to the unstable rock condition and it has been recommended that the rock cut slopes be revised to dirt standards of 1-1/2:1 slopes. Present rough estimates are that this will increase the excavation by some 800,000 to 1,000,000 cubic yards. Studies are now being made to determine if this large amount of excavation can be somewhat reduced by raising the highway grade. This will involve construction of retaining bin walls adjacent to the railroad and Burnt River. The economics will determine whether this is feasible.

The contractor feels that the above-described changes have caused him delay and there have occurred and will continue to be expenses to him which were not contemplated when he bid the job. He therefore wanted to discuss them at this time with the hope that agreements could be made now to take care of the problems he is encountering. With an explanation of his problems, he has made the following proposal:

The contractor contends that flagmen and some equipment costs by the Railroad and also as required by the State have been and will be considerably beyond that which would be considered normal as both the State and Railroad have required flagmen for full 24 hours daily due to potential hazard and also that when the detour goes into effect, the State and Railroad will require that two Railroad and two contractor flagmen must control traffic at the grade railroad crossings for 24 hours each day during the time the detour is being used. Therefore, he proposes that at this Rattlesnake Springs area:

X

(1) The State pay for all railroad flagging costs from the time he was issued a shutdown order November 30, 1970 until such time as the cut excavation work will allow the highway traffic to be moved back to its original location and off the detour. This time is estimated to be about next October. Depending on the amount of material to be excavated, this time might be shortened by possibly a month. It was estimated this Railroad flagging cost would be about $66,000.

6K ?

(2) That the State would also pick up contractor flagging costs 100 percent from the time they required 24-hour surveillance until the time the order is cancelled. Time is estimated to be from January 16 to March 15, 1971 and will involve an approximate total cost of $27,000. The March 15 date is an approximate date they thought the detour might be opened. From that time on, flagmen required by the contractor would be on the regular or standard contract payment, approximately a 50-50 basis.x

3. The contractor then explained that there were numerous other things which would be affected by the new detour and the added excavation.

The added volume of excavation will definitely affect the completion time of the project. He stated his original plans called for more than 90 percent of the work to be completed this year, but with the added yardage, this will not be possible.

The hold up on work on the cut and additional work affects his subcontractors and their schedules. The rock in this cut was and still is the source of crushed aggregates, so Grant Construction Company, the subcontractor on crushing, will have a revision in his schedule.

This and the added excavation will also affect the surfacing and paving schedules to some extent and probably will extend some of the paving into the 1972 season.

?

The contractor also stated that a new wage schedule will go into effect in May which will increase wages approximately 8 to 10 percent.

X

Also, it will be necessary for him to increase his equipment to expedite removal of the additional excavation and as he does not have his own available, it will be necessary for him to rent this equipment.

The contractor continued his discussion by saying that there is no question but that the construction of the detour will benefit him and his operation in that he will not have to be concerned with immediate highway traffic but will still have the railroad to contend with. He mentioned that the detour would be considered to be worth about 7 to 8 cents per yard.

It was also mentioned that if the cut had been made out of a stable enough rock as to have allowed them to construct to the typical section as planned, the problems of rock slides would have been diminished and, as of this time, it was estimated that a considerable amount of the cut would have been removed.

With the explanation of the problems above discussed, the contractor stated that if the State would take care of the items of flagging as discussed under 1 and 2, due to the benefits he would get from the detour, he would be willing to not ask for any additional compensation due to the hold ups, wage raises, etc., as previously discussed and would do the work of constructing the detour and added excavation at his bid prices. He also stated that he has spent quite some time studying this problem and feels that he is only asking for what is reasonable and due him.

It was the opinion of all State personnel in attendance that the contractor was very sincere in his proposal and has offered what is considered to be a fair and equitable proposal and therefore we would recommend that it be accepted and we can thus proceed with the work without having claims to work out at a later date.

While it was not mentioned, it is expected that the contractor will ask for additional time if needed to complete the project due to some hold up and added work.

John Walker

John H. Walker
Field Construction Engineer

JHW:fw

cc: Tom Edwards
A. E. Johnson
T. W. Litchfield
H. S. Coulter
L. V. Blickenstaff

7 I-80N-7(29)327

Form E-206—AM

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3-2-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 3-2-71
FEDERAL HIGHWAY ADMINISTRATION

Date ~~February 18 71~~

Project Name Bubbs Ranch-Weatherby

Highway Old Oregon Trail

County Baker

Contractor Hughes-Ladd & McConnell

Address P. O. Box 756, Redding, Cal. 96002

Contract No. 7395

Prefix 601-1071

F. A. Project No. I-80N-7(29)327

Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install and remove Approx. 1,025 Lin. Ft. of temporary Type II guardrail and Approx. 500 Lin. Ft. of Type II barricade on the detour at Rattlesnake Springs.

al Johnson [illegible] 3-10-71

Location by station numbers:

115 - 128

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Estimate of quantities and cost:

Labor & Equipment Rental - - - - - - - - $3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not anticipated and is not part of the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,312,858.31

Present estimate of project cost, including $3,000.00 for work under this order $10,312,858.31

Expected under-run / over-run amount . . . . $ 0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: L. Blinkinstaff
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Maintenance XXXXX Engineer

Approved:

3-10-71

3-16-71

Form C-29-1M

RECEIVED
MAR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7395

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required
By
Title Dist. Engineer
Date 2-25-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby ✓
Date February 11, 1971
Highway Old Oregon Trail ✓
Contract No. 7395 ✓
County Baker ✓
Prefix 601-1071 ✓
Contractor Hughes-Ladd & McConnell ✓
F. A. Project No. I-80N-7(29)327 ✓
Address P. O. Box 756, Redding, Cal. 96002 ✓
Order No. 10 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove silt from the existing box culverts under the existing highway.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

1345+30
1382+67

Estimate of quantities and cost:

Equipment Rental	$395.00
Labor	385.00
Total	$780.00 ✓

FEB 12 1971
REC'D DIV. OFFICE
LA GRANDE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is required to allow the new box culverts to function properly and is not provided for in the contract.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.31	✓
Present estimate of project cost, including $ 780.00 ✓ for work under this order	$10,312,858.31	
Expected under-run / over-run amount	$ 0)	
Expected under-run / over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Maintenance ~~Division~~ Engineer

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer or Office Engineer~~ Const.

3-2-71

SP*23977-734

I-80N-7(29)327

Form A-105 (Rev. 8-70)

7295

STATE FORCES
NOT INVOLVED

STATE COPY

G-1Pr

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 1-28-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 3-3-71
FEDERAL HIGHWAY ADMINISTRATION

Contract No. 7295
Order No. 3

Section Bubbs Ranch-Weatherby ✓ Date February 11, 1971

Highway Old Oregon Trail ✓ F.A.P. No. I-80N-7(29)327 ✓

County Baker ✓ Prefix 601-1071 Account No. ~~274~~ 285-03 ✓

Description of Work To Be Done:

Idaho Power Company to furnish 3-wire 120-240 volt power to the signal control building at the Rattlesnake Springs grade crossing detour.

Johnson
CH E.C.W. 3-5-71

Location by Station Numbers:

Approx. Sta. 119 Rt.

FEB 12 1971
REC'D DIV. OFFICE
LA GRANDE

Estimate of Quantities and Costs:

Materials and Labor $1,500.00 ✓

RECEI[illegible]
MAR [illegible]
OFFICE OF
STATE HIGHWAY [illegible]

Explanation:

This installation will furnish 240 volt service to the signing, signal and illumination system at the grade crossing detour.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $10,312,858.31 ✓
Present estimate of project cost, including $1,500.00 ✓ for work under this order $10,312,858.31
Expected under-run over-run (amount) $0
Expected under-run over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Regional Maintenance ~~XXXXX~~ Engineer

Approved: Construction Engineer

3-5-71

2-10-71

PUX 790

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the Application of the State of Oregon, by and through its State Highway Commission for the authority to construct two temporary grade crossings of the main line of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company lessee, located in the north half N1/2) of the northwest quarter (NW1/4) of Section 13, Township 12 South, Range 43 East, Willamette Meridian, Baker County, Oregon	)	APPLICATION No. ______

The applicant herein respectfully represents:

I.

That the name and address of applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this application is made under the authority of ORS 366.205 and 763.030.

III.

That for the proper service, safety and convenience of the traveling public, applicant is reconstructing the Bubbs Ranch-Weatherby Section of the Old Oregon Trail Highway, Primary State Highway No. 6, Interstate highway system 80-N, to Interstate highway standards. That as a portion of the construction project, it is necessary to excavate a large volume of earth immediately adjacent to and above the existing highway and railroad which parallel each other through the area. In order to allow the work to proceed in an orderly fashion, with minimum hazard and delay to both Railroad and highway traffic, it is necessary to construct a detour on the westerly side of the railroad as shown on the Oregon State Highway Division Drawing No. 9B-8-21, Part 1 entitled "PUC Map and Profile, Temporary Grade Crossings, Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway, Baker County" dated February, 1971, and Drawing

No. 9B-8-21, Part 2 entitled "Signing Plan, Temporary Grade Crossings, Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway, Baker County" dated February, 1971. The detour will be in use for a duration of approximately six months.

IV.

That the construction of an overpass across the railroad tracks is neither economically justified nor will afford the traveling public the safety desired for the duration of construction; that the construction of an underpass is not feasible.

V.

That the average daily traffic at these crossings is 2500 vehicles; that there is an average of 22 train movements per day at a reduced speed of 15 mph through this area.

VI.

That at the points of the proposed grade crossings, the highway will be composed of two 12' asphaltic concrete traffic lanes, with 4' paved shoulders. The centerlines of the highway detour and the railroad main line intersect at the north crossing at Highway Detour Station 116+53.00 point-on-curve equals Railroad Station 5826+00 point-on-tangent. Alignment of the railroad is tangent at the point of intersection and the tangent to the highway detour curve at the point of intersection intersects the railroad centerline at an angle of 24 degrees, 53 minutes in the north quadrant. The centerlines of the highway detour and the railroad's main line intersect at the south crossing at Highway Detour Station 125+66.32 point-on-tangent equals Railroad Station 5834+72 point-on-tangent. Alignment of both railroad and the detour are tangent at the point of intersection and intersect at an angle of 20 degrees, 23 minutes, 30 seconds in the northwest quadrant. The highway detour will approach the railroad from the north on a descending grade of 1.98%, cross the railroad on a level grade, descend on a grade of 1.052% to the south crossing, cross the railroad on a level grade, and descend to the southeast on a grade of 1.04% to connect to the existing highway.

VII.

That the agencies affected by the construction of these two temporary grade crossings are the Union Pacific Railroad Company, the Idaho Power Company and Baker County.

VIII.

That this is a federal aid project and will be financed by funds from the Federal Government and the State Highway Division. The Union Pacific Railroad Company will not be asked to contribute any cost in the construction of this detour.

IX.

That the sight distances approaching the proposed crossing are as follows:

From a point on the existing highway 500 feet northerly of the north crossing (Point A)

Northerly	1,500 feet
Southerly	100 feet

From a point on the proposed detour 50 feet northerly of the north crossing (Point B)

Northerly	600 feet
Southerly	450 feet

From a point on the proposed detour 500 feet northerly of the south crossing (Point E)

Northerly	1,400 feet
Southerly	2,000 feet

From a point on the proposed detour 500 feet southerly of the north crossing (Point D)

Northerly	530 feet
Southerly	2,000 feet

From a point on the proposed detour 50 feet southerly of the north crossing (Point C)

Northerly	560 feet
Southerly	790 feet

From a point on the existing highway 500 feet southerly of the south crossing (Point H)

Northerly	400 feet
Southerly	920 feet

From a point on the proposed detour 50 feet northerly of the south crossing (Point F)

Northerly	1,420 feet
Southerly	1,200 feet

From a point on the proposed detour 50 feet southerly of the south crossing (Point G)

Northerly	550 feet
Southerly	1,100 feet

X.

That the applicant proposes for the purpose of protecting traffic across the two crossings, there be installed two standard train-actuated RED-YELLOW-GREEN traffic lights at each crossing, one facing southbound traffic and the other facing northbound traffic. In addition, there will be stationed at each crossing, one flagman to assure that the grade crossings are clear at the time a train approaches. There will also be a railroad flagman available to assure that the traffic operation at this location is as safe as possible. The traffic signals will be powered by electricity from the Idaho Power Company and standby power will be available should commercial power fail. Motor car indicators and an audible alarm will be installed at each grade crossing which will provide five (5) minutes warning of an approaching train. At that time, the track circuits will turn the lights RED and stop traffic from entering the detour from either the north or south. Traffic remaining on the detour will be allowed two (2) minutes to clear prior to the arrival of a train. Then the lights facing the traffic on the detour will turn RED and prevent any vehicles from entering upon either grade crossing. The signals will also be connected to a manual switch to be operated by the flagmen in event of an emergency. Traffic will remain stopped until the train passes. In addition, Public Utility Commissioner Standard No. 1R Crossbucks will be installed at each crossing. There will be installed on the railroad advance warning sign (R X R) as shown on the attached drawing, a FLASHING YELLOW light which will be inter-connected with the traffic signals so that when the traffic signals turn YELLOW, the FLASHING YELLOW light will activate and continue operating until the traffic lights are returned to GREEN. The flagmen will be on duty 24 hours a day throughout the duration of the use of the detour. The cost of the installation and maintenance of the signals, signs and the cost of the personnel will be borne by the State.

XI.

That said proposed detour is in the north half of the northwest quarter of Section 13, Township 12 South, Range 43 East, Willamette Meridian, Baker County, Oregon.

XII.

That the applicant proposes the construction and maintenance of the project and the cost thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans, specifications, and supervise the construction of the highway detour.

(b) Reimburse the railroad for the necessary expenditures in connection therewith in accordance with the terms of PPM 30-3, issued by the Federal Highway Administration under the date of October 15, 1966, and all supplements and amendments thereto.

(c) Install such signals, advance warning signs and illumination required at this location as shown on the attached drawings.

(d) Connect the signal system to commercial power available from the Idaho Power Company and also to a standby power source which will be automatically activated if commercial power fails.

(e) Provide one flagman 24 hours per day at each crossing to protect vehicluar traffic throughout the duration of use of the detour.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner Standard No. 1R Crossbucks at each grade crossing, which shall be placed at appropriate locations along the detour on each side of the railroad tracks.

(b) Adjust the signal and communication lines as required to accommodate the construction of the detour.

(c) Install plank crossings in the tracks for a width, when measured along the centerline of the track, of 80 feet at the north crossing and 96 feet at the south crossing.

(d) Install standard track circuits, motor car indicators and audible alarms at appropriate locations to provide a five (5) minute warning of an approaching train.

(e) Provide one flagman 24 hours per day to protect traffic on the railroad throughout the duration of use of the detour.

WHEREFORE, Applicant prays for an order authorizing the construction of the temporary grade crossings and the allocation of costs thereof in accordance with the provisions of this application and for such other order or orders that may be proper in the premises.

Dated at Salem, Oregon, this _____ day of ______________________________, 1971

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS
Assistant Attorney General and Counsel
for the State Highway Commission

By______________________________
JACK L. SOLLIS
Assistant Attorney General

I, R. L. Porter, being first duly sworn, say that I am State Highway Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

____
R. L. PORTER

STATE OF OREGON)
) ss
COUNTY OF MARION)

Subscribed and sworn to before me this _____ day of ____________________ 1971.

____
JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

____
JACK L. SOLLIS
Assistant Attorney General

RECEIVED
FEB 1[illegible] 1971
UTILITY UNIT

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(29)327
7395

February 10, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Signal and Communication Line Damage - February 3, 1971
(Railroad M.P. 372.9)
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway-Baker County
Project No. I-80N-7(29)327 - Contract No. 7395
YOUR FILE: D 315 - 2 - 129

Gentlemen:

This will acknowledge receipt of your letter dated February 5, 1971 regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

TWL:dl
cc: Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Correau & Black
255 California Street
San Francisco, California 94119

F. B. Klaboe w/copy of UPRR letter
V. E. Skoog "
H. S. Coulter "
L. V. Blickenstaff "
H. M. Fillmore "

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

February 5, 1971

U.S. CERTIFIED MAIL
Return Receipts Requested (3)

D 315 - 2 - 129

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Reference: Bubbs Ranch - Weatherby Section
Old Oregon Trail Highway
Project No. I-80N-7(29)327

Gentlemen:

This is to advise that at approximately 3:00 PM on February 3, 1971, our Company's signal and communication wire line facilities were damaged, causing train delay in the vicinity of Railroad Milepost 372.9 near Nelson, Oregon, as a result of blasting operations by Hughes & Ladd, Inc. on the above referenced project.

When the Railroad's costs have been determined in this connection, a bill will be presented.

Will you kindly acknowledge your receipt of this letter.

Yours very truly,

R. B. Hardin

cc:
Hughes & Ladd, Inc.
P.O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black
Insurance Brokers
255 California Street
San Francisco, California 94119

Routing
Morgan
Docker
Bond
[illegible]
[illegible]
Johnson

RECEIVED
FEB 10 1971
CONSTRUCTION
DIVISION

Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Phone 378-6511

TOM McCALL
GOVERNOR

I-80N-7(29)327
7395

NOTED
A. E. JOHNSON

February 10, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Highway Detour
UPRR MP 374
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
Your File: D 315 - 2 - 129

Gentlemen:

Herewith you will find one copy of our application to the Public Utility Commissioner for the two grade crossings near Rattlesnake Springs as mentioned in our letter to you dated December 16, 1970. In addition, you will find enclosed four prints each of our Drawings No. 9B-8-21, Parts 1 and 2.

We have incorporated into this application all of the features you requested in your letter dated February 2, 1971 and also have provided for the installation of a manual over-ride which could be operated by the flagmen in case of emergency.

You will receive a copy of this application from the Public Utility Commissioner's office in the usual manner and this copy is being sent to you so that you may expedite your reply to the Public Utility Commissioner.

I have been advised that the construction of this detour will be completed on approximately February 19, 1971 and, therefore, it would be appreciated if your signal forces could perform their work as soon as possible so that this may be open to traffic as soon as State forces complete the installation of the signs and signals. We will also need an estimate for the work to be performed by Railroad forces.

Your cooperation in expediting this matter will be very much appreciated.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson
A. E. Johnson
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

February 2, 1971

D 315 - 2 - 129

Routing
Litchfield
Gallagher
Stein
Johnson

RECEIVED
FEB 3 1971
CONSTRUCTION
DIVISION

NOTED
A. E. JOHNSON

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway ~~Division~~
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Reference: Highway Detour, Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway, Baker County
Project No. I-80N-7(29)327, Contract No. 7395

Gentlemen:

Please refer to your letter of January 28 relating to the proposed highway detour in the vicinity of MP 374 in connection with the above captioned project.

The Railroad's management concurs with your proposal for temporary grade crossings with the following prerequisites:

1. Standard track circuits or overlay will be installed to control the State installed traffic signals automatically with an audible alarm and indicators in the State highway crossing watchman's shanty and State will install the advance flashing warning lights on the highway.

2. In addition to the power source for the traffic signals being furnished by the Idaho Power automatic standby generator of sufficient capacity will be permanently hooked up to these traffic signals so that the Railroad is assured of operation in case of primary power line failure by the Idaho Power Company.

3. Contractor's Flagmen will be stationed at the crossings at all times to direct vehicular traffic. In addition, a Railroad Flagman will be on hand and have the necessary indicators to advise him of the approach of trains. In order to have the required warning time of five minutes for both passenger and freight trains the same, the Railroad will establish similar speed restrictions for each class of trains.

This will authorize your contractor to remove our right of way fence and commence construction of the detour consistent with our progress in raising the wire lines and installing the temporary grade crossings. All such work should be coordinated with the Railroad's Inspector. The standard highway traffic signals should be designed so as to present a red-yellow-green aspect for highway traffic on both sides of each crossing with a time lag of approximately two minutes so that traffic on the detour south of the track will have a green signal for a period of two minutes after other traffic approaching the detour has stopped. This two minute period should allow ample time for traffic to clear the detour on the southerly side of the track.

Very truly yours,

RB Hardin

R. B. Hardin
Superintendent

COPIES TO:

R E SIMPSON
A E JOHNSON
L E GEORGE
H S COULTER
F D MORGAN
L V BLICKENSTAFF
H M FILLMORE

RECEIVED
FEB 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

January 28, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

RE: Highway Detour
Union Pacific Railroad M.P. 374
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
YOUR FILE: D 315-2-129

ATTENTION: Mr. W. G. Johnson

Gentlemen:

Your Mr. Scanlon advised me this date that the proposed highway detour at the above-captioned location has been approved as proposed in our letter to you dated December 16, 1970. Mr. Scanlon advised that the approval is on the condition that the traffic lights at the two grade crossings will be train-actuated rather than manually-actuated as proposed. He also indicated that we are to supply standby power in event commercial power failed.

This is to advise that the State agrees with your proposal and hereby authorizes you to proceed immediately with all work to be done at this location by Railroad forces. It is understood that this work will consist of raising the signal and communication lines, extending the inside guardrail at the southerly end of Railroad Bridge No. 373.90, installing plank crossings (material for which will be supplied by the contractor, Hughes & Ladd, Inc.), and installing two PUC Standard No. 1R Crossbucks at each grade crossing. You have indicated that the estimated cost for this work is $7,600. In addition, it is understood that two contractor's flagmen (one at each grade crossing), and one railroad flagman will be on duty on a 24-hour per day basis.

In order that we may proceed immediately with this work, we are requesting that you issue the contractor a temporary haul road permit effective this date. We have instructed our Resident Engineer, Mr. L. V. Blickenstaff, to proceed with the staking of the detour and to advise your forces of the elevation required for clearance of the wire lines. It is assumed that the contractor will begin immediately with the required clearing, and we request that the contractor be allowed to remove your right of way fence on both sides of the track through this area.

The appropriate application to the Public Utility Commissioner for these grade crossings will be made as soon as we receive your written approval of the detour together with the changes you wish incorporated into the plan we submitted to you with our December 16, 1970 letter.

In light of the potential danger now existing to both railroad and highway, we request your forces begin immediately with their work so that the contractor may begin construction of the detour embankment as soon as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl:fw

cc: R. E. Simpson
A. E. Johnson
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
JAN 29
OFFICE OF
STATE HIGHWAY ENGINEER

F.D. Morgan

FEB 2 - 1971

7395

HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS
P. O. Box 756 Redding, Calif. 96001
916-241-6102
& Carl R. McConnell, A Joint Venture
P.O. Box 235, Durkee, Oregon 97905

Routing
3 Morgan
Decker
1 Bond
4 Walker
Boehme
Johnsen
Pease E
2 Swan S
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 26 1971
CONSTRUCTION DIVISION

NOTED
A. E. JOHNSON

January 22, 1971

L.V. Blickenstaff
Resident Engineer
Oregon State Highway Dept.
P.O. Box 269
Baker, Oregon 97814

Re: Contract #7395 Bubbs Ranch-Weatherby Section

Dear Sir:

As you are aware, a very dangerous situation exists in the vicinity of the Rattlesnake Springs cut, Station 110 to 125. Your latest verbal directive on January 16, to our Mr. Stephen Anderson was to maintain around the clock flagmen and equipment operators. This was the latest of many verbal orders from yourself, Mr. Shirley, Mr. H.S. Colter, Mr. F.D. Morgan, and/or various Union Pacific Railroad officials to cease and desist from any and all work other than highway cleanup and traffic direction in and around this area.

We were first shutdown in this area because the utilities had not been moved out as planned or programmed. After they were removed and we attempted to construct the first stage fallout area in late October and November 1970, it was found, due to the unstable nature of this cut, that this designed fallout area was not possible and/or feasible. Since the Union Pacific Railroad ordered you to stop us again from any and all operations in this area on or about November 27, 1970, the situation on this cut has steadily deteriorated. We are now faced with a very hazardous condition that was observed by Mr. Shirley, Mr. H.S. Colter, and Mr. F.D. Morgan on Tuesday December 12, 1970. The hazardous condition I refer specifically too is the raveling of the existing slope, Station 117 to 120+50. This condition is very dangerous to the traveling public as well as the Union Pacific Railroad. If some corrective action isn't taken immediately to rectify this situation, you may very shortly be faced with complete closure of the existing highway to all traffic, while remedial steps are taken to remove some of the weight above this raveling cut slope.

These "Changes In The Character Of The Work", that have developed due to the unstable condition of this cut area have caused us considerable expense to date and our costs continue to mount. When our complete costs are known, we intend to present them to you for payment. This letter constitutes formal notice that we intend to make claim upon you under Section 104.02, 109.04, and 109.05 of the Standard Specifications for

1-26-71
Copy to Litchfield
Per John Bond
JW

HUGHES & LADD INC. GENERAL ENGINEERING CONTRACTORS
P. O. Box 756 Redding, Calif. 96001
916-241-6102

Highway Construction, Oregon State Highway Commission, Issue of 1970, for any and all railroad flagging, watchmen, and inspectors that are presently maintaining the around the clock surveillance. In addition to the above mentioned Union Pacific Railroad costs, we further intend to claim additional compensation for any and all of our flagmen and/or equipment operators that are presently or have been used to maintain and insure the passage of the traveling public and fulfill our obligation to the Union Pacific Railroad. Any additional and/or unforseen costs that may be incurred to eventually gain access and control and reduce the hazard to the traveling public and the Union Pacific Railroad, we will expect compensation for.

Finally, let me emphasize again what a dangerous situation you have placed the traveling public, the Union Pacific Railroad, our insurance company, and any others that may have reason to be in this area in. By yours and the Union Pacific Railroads action, we are unable to fulfill and perform in accordance the special provisions set forth for this contract. You have assumed, knowingly or unknowingly, control and direction in this area, so you must also bear the responsibility to the above named persons and/or property in case of accident.

Sincerely,

Hughes & Ladd & Carl R. McConnell
A Joint Venture

Roy E. Ladd

Roy E. Ladd
President Hughes & Ladd

cc: Tom Scanlon
Union Pacific Railroad

RECEIVED
JAN 28
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

Routing
Morgan
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 15, 1971

RECEIVED
JAN 20 1971
CONSTRUCTION
DIVISION

To: Memo to the Files

SUBJECT:
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Contract No. 7395

NOTED
A. E. JOHNSON

On Tuesday, January 14, 1971, a meeting was held to discuss the blasting proposal of the contractor on the Bubbs Ranch-Weatherby Section, Contract No. 7395, for the cut at Station 1445. Those in attendance at the meeting were as follows: Roy Ladd, Hughes & Ladd, Inc., the contractor; Pat Egan, the blasting consultant hired by the contractor; a representative from Hercules Powder Company; Jack Randall, Union Pacific Railroad Inspector; L. V. Blickenstaff, Resident Engineer for Oregon State Highway Division; and Alfred Shirley, Jr., Regional Maintenance Engineer, Oregon State Highway Division.

This cut has already been drilled and the contractor proposed the following: That the material be removed through use of two shots--with 6,000 cubic yards in the cut, this would be approximately 3,000 yards per shot. The explosive ratio would be 0.5 pounds explosive per cubic yard of material. The upper 15 feet of the 30 to 35 foot deep holes would be stemmed, a berm of approximately five feet in height would be constructed on the eastbound shoulder of the highway to provide protection to the Union Pacific Railroad tracks which are adjacent to the highway. It is estimated that the berm to be constructed would reduce highway traffic to one-way for a period of about 2 hours. The easterly end of the cut would be shot one day and the material removed. This writer reiterated Mr. F. D. Morgan's thinking that one way to consider proceeding would be to shoot the high point at the westerly end first; and then by shooting two or three rows, slab off the material, working from the easterly end. Mr. Egan felt that this procedure probably would result in more flying rock than his proposal.

The contractor was informed by this writer that the contractor's proposal would be presented to our Salem office who would, in turn, discuss it with the railroad people in Portland and an answer given as soon as possible. The railroad inspector called Tom Scanlon, Public Works Engineer for the railroad in Portland, and discussed this with him. Mr. Scanlon also talked to Mr. Egan. This writer asked Mr. Randall what he thought of the contractor's proposal. His reply was "I don't care what they do as long as they don't put any rocks on the tracks". Later that day in a telephone conversation with T. W. Litchfield, I outlined the contractor's proposal to Mr. Litchfield, as well as the rest of the gist of the meeting. He said he would take the message to our headquarters people and to the railroad people and would advise as soon as he had word.

At approximately 4:30 p.m. that date, a conference call was held with Mr. Litchfield, Tom Scanlon, and this writer, at which time Mr. Scanlon said that he would have to have approval of G. W. McDonald, UPRR Engineer, and would contact him that evening and advise the following morning.

The following morning, this writer received a telephone call from L. V. Blickenstaff, who stated that F. D. Morgan had advised him that approval had been given to proceed with the contractor's proposal. Later in the morning, this writer saw Mr. McDonald at Oro Del and advised him that we had received this word. Mr. McDonald requested that the railroad in Portland be advised of the contractor's proposal and time of the first shot, which we understand is to be Monday morning, January 18. The railroad was later notified that the estimated time of the shot would be 10:00 a.m. on January 18, 1971.

H. S. Coulter
Regional Engineer

By

Alfred Shirley Jr
Alfred Shirley, Jr.
Regional Maintenance Engineer

AS:sh

cc F. D. Morgan
T. W. Litchfield
L. V. Blickenstaff
A E JOHNSON

RECEIVED
JAN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(29)327

Form E 206—4M

7395

STATE COPY 8311

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-16-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 1-28-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby Sec.

Highway Old Oregon Trail

County Baker

Contractor Hughes-Ladd & McConnell

Address P. O. Box 756, Redding, Cal. 96002

Date January 14 1971

Contract No. 7395

Prefix 601-1071

F. A. Project No. I-80N-7(29)327

Order No. 1 (Revised)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share of flagging costs.

In cases where the necessity for flagging is of an intermittent nature of four hours or less duration, the contractor may use crafts, other than flagmen at specified rates or general laborers, that are immediately available at the site of the work and the State will participate, on a force account basis, on the specified wage of the craft used.

Location by station numbers:

Throughout the project.

Percentage to be allowed the contractor is in accordance with the executed contract for this project.

Estimate of quantities and cost:

2,400 man days	@	$25.00	$60,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The sum of $60,000.00 for flagging is included in the authoruzation for this project.

It is extimated that the use of crafts, other than flagmen, when required, and under the conditions as stated above will add Approx. $100.00 to the cost of the project.

Extra Work Order #1 was approved July, 1970

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,312,858.31	
Present estimate of project cost, including $60,000.00 for work under this order	$10,312,858.31	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or

SP-22

2-2-71

RECEIVED
JAN 26 1971
UTILITY UNIT
FOR FILE
I-80N [illegible]
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

January 13, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Proposed Highway Detour
Union Pacific Railroad MP 374
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
Your File: D 315-24129

NOTED
JOHNSON

Gentlemen:

This is in reply to your letter dated December 30, 1970, and previous telephone conversations wherein you request the State to consider the construction of overcrossings in lieu of the proposed grade crossings to effect the highway detour proposed in our letter dated December 16, 1970, at the above captioned location.

As you requested, we have investigated the possibility of constructing overcrossings of your tracks and have concluded that the only feasible means of effecting such a structure would be to construct a timber pile trestle following the general alignment as shown on the attached plan and a grade as shown on the attached profile. The construction of such a structure and the approach fills would pose various problems to not only our Highway construction but also to your Railroad operation. The proposed structure would be a timber pile trestle overcrossing both the existing highway and your tracks, paralleling your tracks and crossing back over the tracks and the highway. Its length would be approximately 1300'. Construction of the approach fill would cause considerable problems with handling traffic, and after the structure is in place, the shooting of the adjacent rock near Highway Station 116 could cause a collapse of the structure which would block your tracks and disrupt not only rail but highway traffic. A trestle of this type would require approximately two months to construct during which pile driving and other types of equipment would be working over and adjacent to your tracks which, in our opinion, seems to be more dangerous than grading equipment working on the same level as your tracks. There is also the danger of a vehicle driving off the structure and falling onto your tracks, plus the fact that the structure would be hazardous from the standpoint of traffic safety, since it would become slippery, have a poor alignment and a poor grade, which would compound a bad traffic situation. In addition, the cost of constructing such a detour would be approximately $560,000.

A grade crossing detour, on the other hand, presents a situation more compatible with the construction effort. Although the alignment is no better for highway traffic, the grade is much better and the length of time to construct would be approximately two weeks. The cost of such a detour, including the cost of flagmen, is approximately $100,000. Mr. Ladd, of Hughes and Ladd, has advised me that by working two 10-hour shifts per day, six days per week, he can remove sufficient material from the highway cut so that traffic can be removed from the detour and put back on the existing highway in approximately four months time.

Therefore, it is our opinion that the more practical solution is to construct the grade crossing detour in line with our December 16, 1970 letter, since we feel it will be quicker to build, easier to maintain, be in use for only about four months, and will be much less costly than the overcrossing structure which, after its construction, may present more problems than now exist.

Therefore, we solicit your approval of the construction of the grade crossing detour as described in our December 16, 1970 letter and shown on the drawings transmitted with that letter and handed to your Mr. Scanlon on December 21, 1970. With your approval, if you can give such, please specify what additional insurance coverage must be provided to adequately protect your operations.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: R. E. Simpson w/copy of UPRR letter
A. E. Johnson "
H. S. Coulter "
L. V. Blickenstaff "
H. M. Fillmore "

RECEIVED
JAN 13
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

December 30, 1970

D 315 - 2 - 129

Routing
Morgan
Decker
[illegible]
[illegible]
[illegible]
Pease
Swan
Glenn
Litchfield ✓
Gallagher
Stein

RECEIVED
JAN 5 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Re: Highway Detour, MP 374
Bubbs Ranch - Weatherby Section
Project No. I-80N-7(29)327
Contract No. 7395

Dear Sir:

Please refer to your letter of December 16 relating to a proposed highway detour in the vicinity of Railroad MP 374 near Weatherby, necessitated by operations of your contractor, Hughes and Ladd, in constructing the above captioned section of highway.

Your proposal, as illustrated on the drawings furnished with your December 16 letter and subsequent drawings furnished by Mr. Litchfield, has been submitted to the Railroad's management for consideration. A comprehensive review of the proposal should also include consideration of temporary overhead structures in lieu of grade crossings.

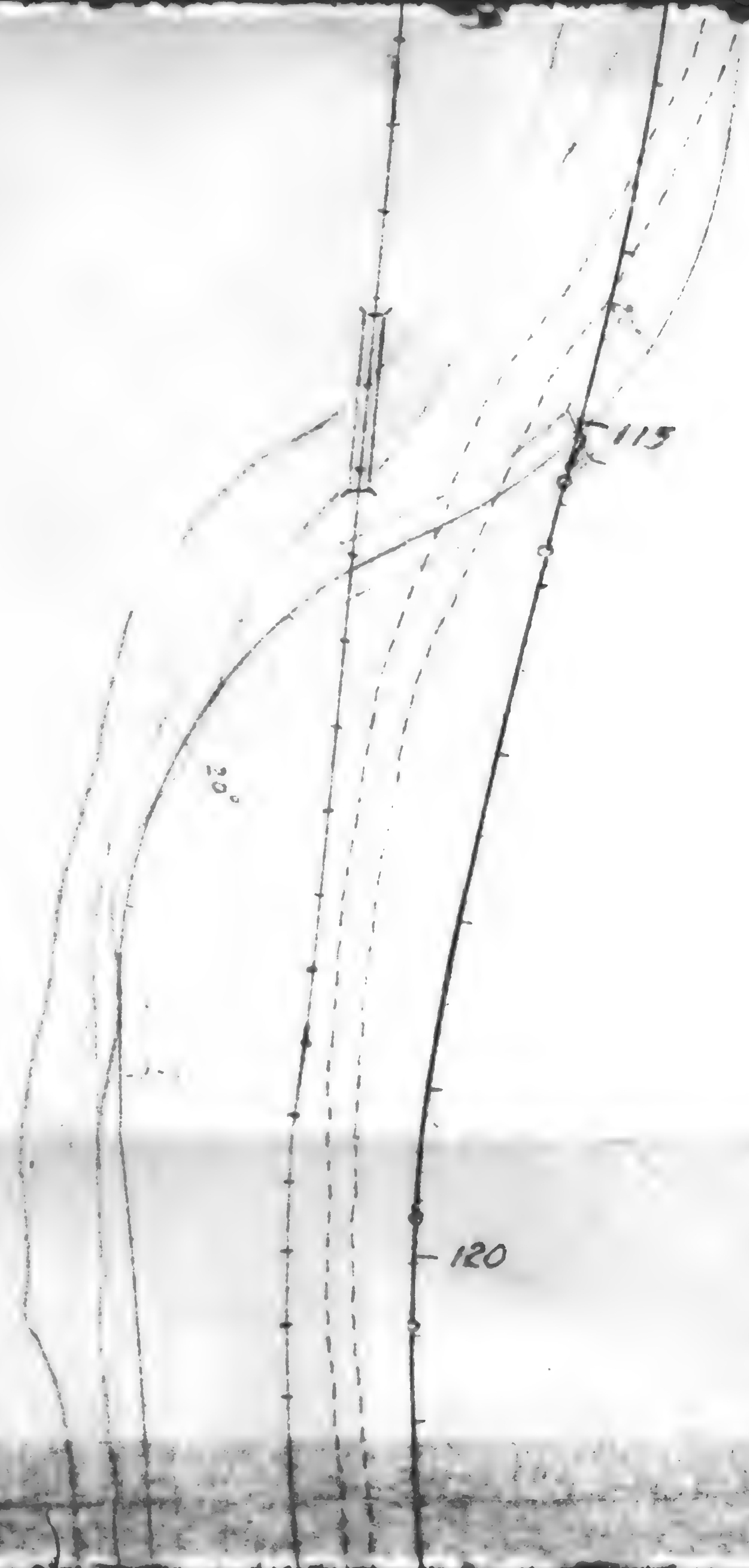
Confirming previous conversation between this office and Mr. Litchfield, it is requested that the State investigate and advise as to the possibility of constructing temporary overcrossings for the highway detour.

Yours very truly,

R. B. H

R. B. Hardin
Superintendent

105
110


115
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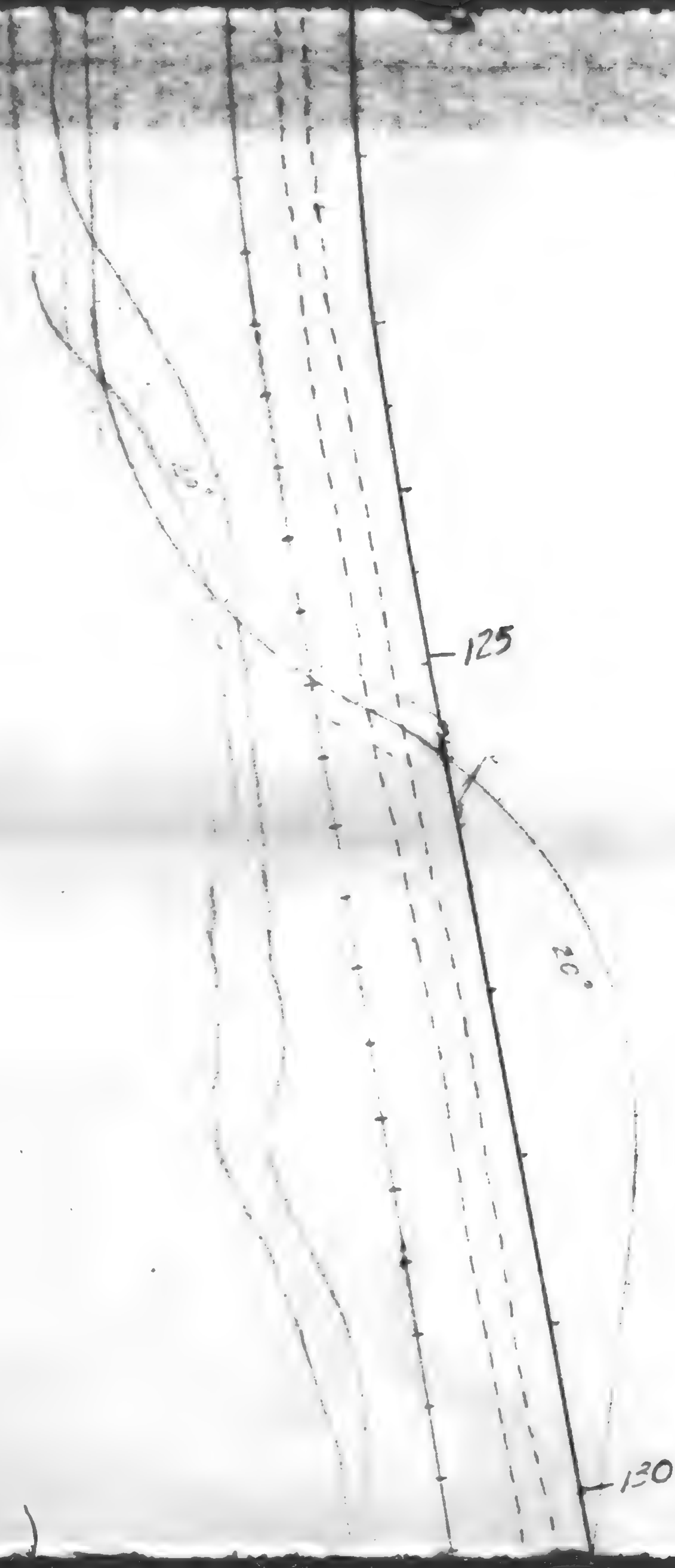
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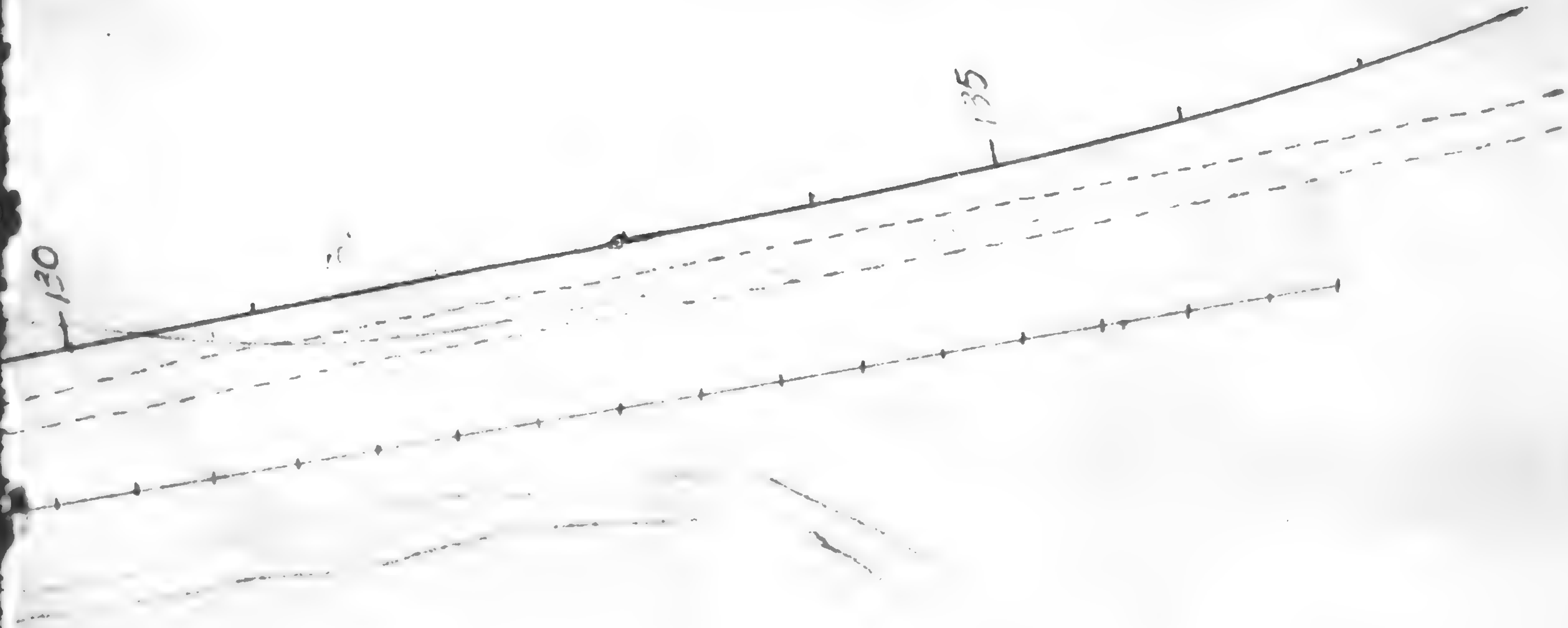
PRELIMINARY COPY
JAN 13 1971
SUBJECT TO CHANGE
UTILITIES SECTION

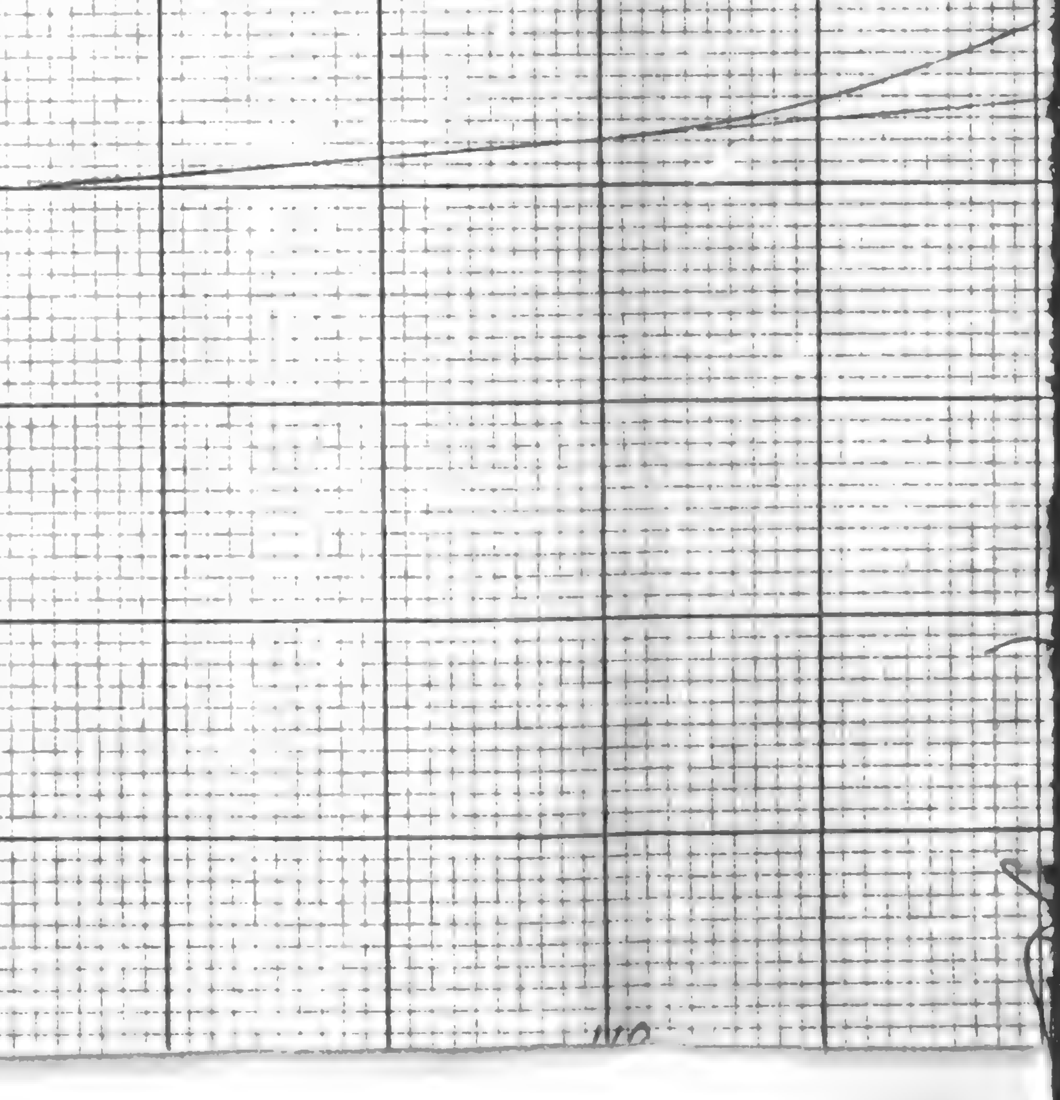


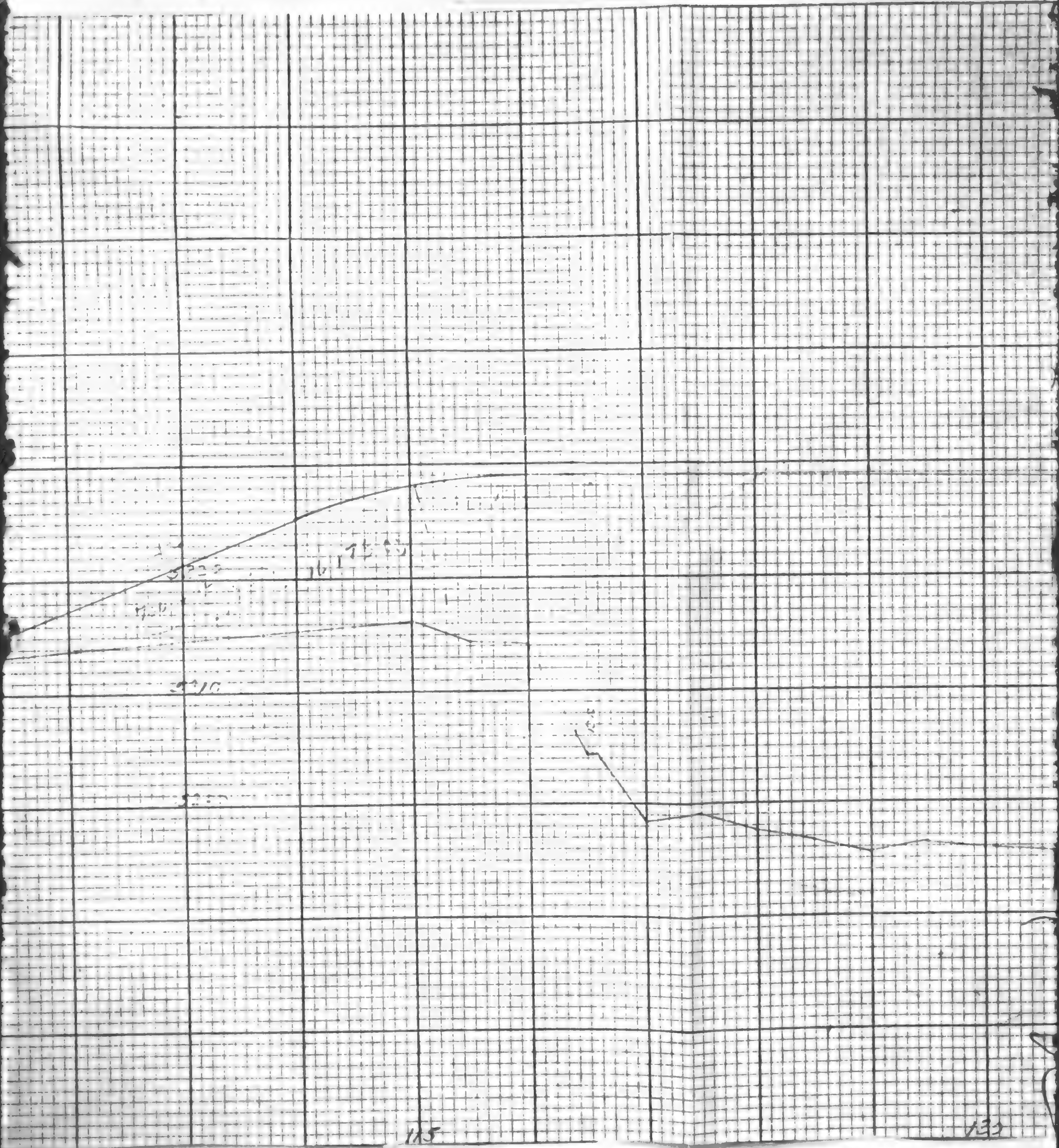
Rattlesnake Springs Trestle
Old Oregon Trail Highway
Baker County

Scale 1" = 100'

Rattlesnake Springs Pile Trestle
Old Oregon Trail Highway
Baker County

scale 1" = 10' Vert
100' Horiz

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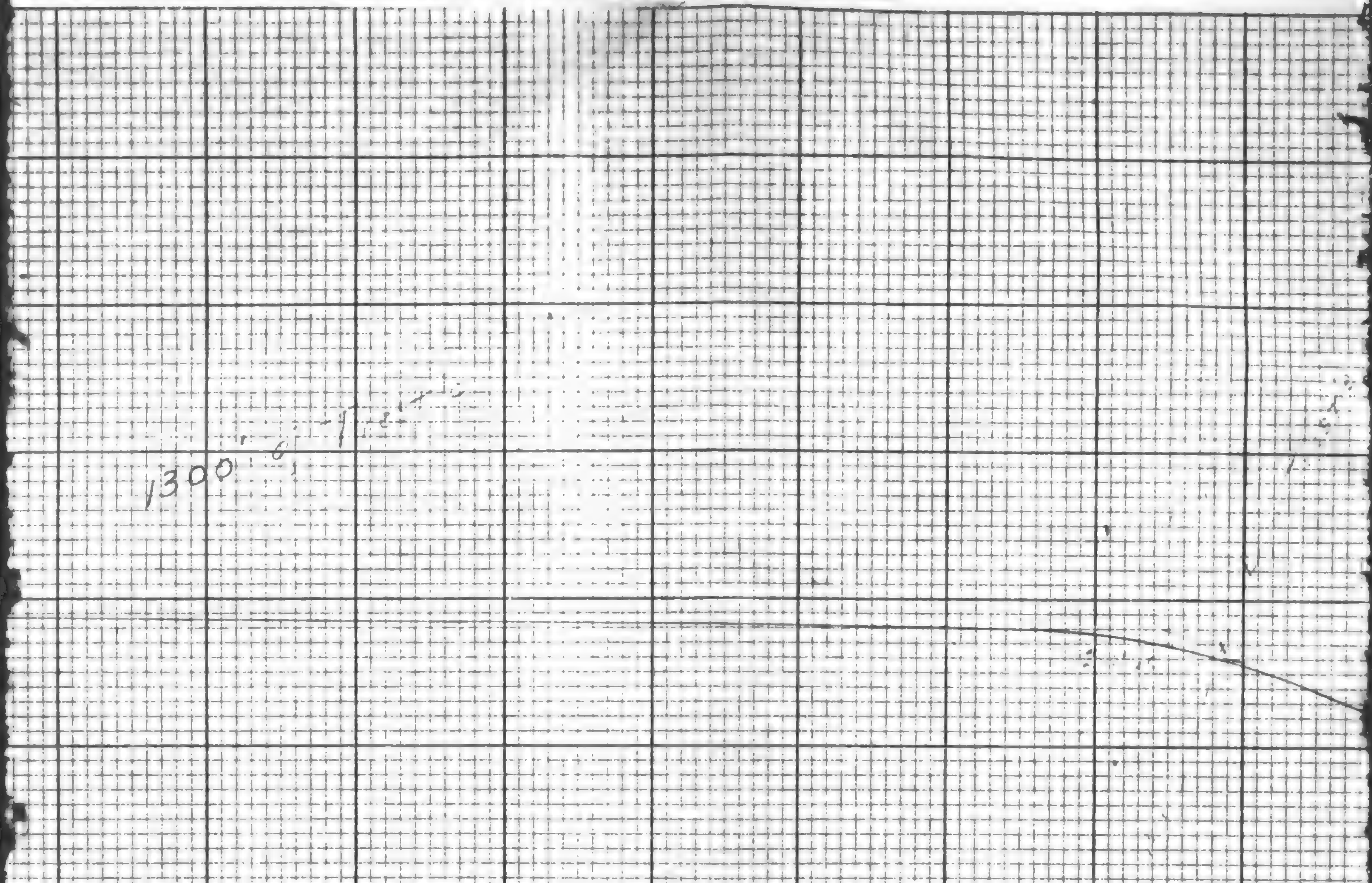
132


1300

PRELIMINARY COPY
JAN 13 1971
SUBJECT TO CHANGE
UTILITIES SECTION

RECEIVED
JAN 15 1971

I-80N-7(29)327
7345

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 11, 1971

To: Mr. H. S. Coulter
Region Engineer

SUBJECT: Median Barrier
Bubbs Ranch-Weatherby Section
Weatherby-Lime Section
Old Oregon Trail (I-80N)

Mr. Klaboe has asked that we attempt to get approval from the FHA to use the concrete median barrier on subject projects. The contract was awarded prior to our change of standards for median barrier to concrete barrier or "W" beam with a brush rail. Prints of this revision are enclosed.

In order for us to make a request for this change we will need to know what price the contractors will accept for the change. Please advise what unit price the contractors will want for both types.

FRANK L. HALL
Design Engineer

NOTED
F. B. KLABOE

FLH:jg
Enclosure
cc: F. B. Klaboe
F. D. Morgan

RECEIVED
JAN 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1971

FOR FILING

I-80N-7(25) 327
7395

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1213 (7-58)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			Oregon State Highway Division	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To R. B. Hardin, Supt., Union Pacific Railroad Company January 8 19 71

Street and No. 2525 N. Larrabee Avenue

Care of or Apt. No. *Destination* Portland, Oregon

Your January 8 telegram re blasting between Nelson Point and Rattlesnake Springs is acknowledged.

Blasting has been ordered suspended immediately. I will make a personal investigation expeditiously to determine curative proposals.

NOTED
[illegible]

cc F. D. Morgan
H. S. Coulter
L. V. Blickenstaff

NOTED
TOM EDWARDS

Tom Edwards, Deputy State Highway Engineer
Salem, Oregon
Sender's name and address (For reference)

378-6516
Sender's telephone number

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated [illegible] is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and the Telegraph Company as follows:

1. The Telegraph Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message [illegible] the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Telegraph Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the [illegible] beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the [illegible] value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Telegraph Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. The applicable tariff charges on a message destined to any point in the continental United States listed in the Telegraph Company's Directory of Stations cover its delivery within the [illegible] with the understanding that the sender authorizes the collection [illegible] charge if it is not collected from the addressee [illegible] of any additional [illegible]

5. No responsibility [illegible] concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the [illegible] the messenger [illegible] in accepting the message, the Telegraph Company assuming responsibility from the time of such acceptance.

6. The Telegraph Company will not be [illegible] penalties when the claim is not presented in writing to the Telegraph Company [illegible] within ninety days after the [illegible] Canada, Mexico or St. Pierre-Miquelon Islands [illegible] if any, shall have occurred [illegible] of a message between a point in the United States [illegible] not apply to claims for damages or overcharges within the purview of section [illegible] Communications Act of 1934, as amended.

7. It is agreed that in any action by the Telegraph Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be [illegible]

---

western union **Telegram**

Edwards

729A PST JAN 8 71 PRA007 SSF320

PR LLF162 RM PDB 1 EXTRA PORTLAND ORG 7 535P PST

PORT 3 - R. L. PORTER, STATE HIGHWAY ENGINEEER,

HIGHWAY BUILD

NG, SALEM ORG

I

ACCORDANCE WITH SECTION 5 (D), STANDARD AGREEMENT WITH PERMIT-OF-ENTRY LETTERS DATED APRIL 1, 1970, SUPPLEMENTED MAY 13, 1970, IT IS REQUESTED THAT ALL BLASTING OPERATIONS OF STATE'S CONTRACTOR, HUGHES 5 LADD, BETWEEN NELSO POINT AND RATTLESNAKE SPRINGS (RR MP 372.5 - MP 374) BE SUSPENDED UNTIL DEFINITE MEASURES, SATISFACTORY TO THE RAILROAD, ARE TAKEN TO PROTECT OUR OPERATIONS AND INSURE NO FUTURE TRAIN DELAYS AS OCCURED THIS DATE APPROX. 2:45 PM AT MP 373.2. PLEASE ACKNOWLEDGE.

SF-1201 ([illegible])

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

3. The Telegraph Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

western union **Telegram**

Edwards

729A PST JAN 8 71 PRA007 SSF320
PR LLF162 RM PDB 1 EXTRA PORTLAND ORG 7 535P PST
PORT 3 - R. L. PORTER, STATE HIGHWAY ENGINEEER,
HIGHWAY BUILD
NG, SALEM ORG

I
ACCORDANCE WITH SECTION 5 (D), STANDARD AGREEMENT WITH PERMIT-OF-ENTR
Y LETTERS DATED APRIL 1, 1970, SUPPLEMENTED MAY 13, 1970, IT
IS REQUESTED THAT ALL BLASTING OPERATIONS OF STATE'S CONTRACTOR,
HUGHES 5 LADD, BETWEEN NELSO
POINT AND RATTLESNAKE SPRINGS (RR MP 372.5 - MP 374) BE SUSPENDED
UNTIL DEFINITE MEASURES, SATISFACTORY TO THE RAILROAD, ARE
TAKEN
TO PROTECT OUR OPERATIONS AND INSURE NO FUTURE TRAIN DELAYS
AS OCCURED THIS DATE APPROX. 2:45 PM AT MP 373.2. PLEASE ACKNOWLEDGE.

western union **Telegram**

R B HARDIN

N, SUPT., UNION

PACIFIC RAILROAD COMPANY

5 (D) 1 1970 13 1970 RR MP 372.5 MP 374 2:45 PM AT MP 373.2 (1052).

Your telegram of Jan 7th ~~acknowledged~~ concerning blasting between Nelson Point and Rattlesnake Springs is acknowledged.

Blasting has been ordered suspended immediately. I will make a personal investigation ~~immediately~~, expeditiously, to determine curative proposals.

T. E.

RECEIVED
JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SF-1201 (R6-69)

JAN 29 1971

FOR FI

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 28, 1970

N. E. JOHNSON

SUBJECT:

Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Contract No. 7395

To: Mr. F. D. Morgan
Construction Engineer

SALEM

Attached are the profile and cross sections for the proposed detour at the Rattlesnake Springs cut on the Bubbs Ranch-Weatherby Section. This is for the grade crossing, and the cost is estimated at approximately $64,000 plus whatever the premium may be for any additional insurance the Union Pacific Railroad Company may require.

Also attached, in answer to Mr. T. W. Litchfield, Railroad and Utilities Engineer's request, are a profile and windshield type cost estimate for the detour using a grade separation structure over the railroad. This is estimated to cost approximately $350,000, utilizing a pile trestle structure 1300 feet in length with a 32-foot roadway width. This probably would also require additional insurance for railroad protection, and the cost is unknown.

H. S. Coulter
Regional Engineer

By

Alfred Shirley Jr

Alfred Shirley, Jr.
Regional Maintenance Engineer

AS:sh
Attachments

Routing
Morgan M
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
DEC 30 1970
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Form E-12

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Contr. 7395

12-31-70
L V Blickenstaff

Grade Crossings at Rattlesnake Spgs

1. General Excav.	2444	256	2700	1^{10}	2970^{00}
2. Bottom Course Base	1799	201	2000	2^{50}	5,000^{00}
3. Levelling Course	440	60	500	2^{70}	1350^{00}
4. Asph Conc. Mixture	538	62	600	5^{00}	3000^{00}
5. Asphalt	30	3	33	36^{00}	1188^{00}
6. Type II Guardrail	1075	105	1180	4^{10}	4838^{00}
7. Type II Barricade	250	25	275	4^{00}	1100^{00}
8. Guide Posts	32	3	35	8^{00}	280^{00}
9. Type "C & D" Signs	278 □'	22	300 □'	4^{00}	1200^{00}
10. Sign Posts	20	5	25	25^{00}	625^{00}
					21,551^{00}
Plank Crossings					1500^{00}
Change RR. utility Lines					2500^{00}
Cross Bucks					200^{00}
Signals					1500^{00}
Illumination					1000^{00}
Elec. Work					1500^{00}
~~Control Tower~~					~~[illegible]~~
Remove Planking, Tower, etc					1000^{00}
		20%		30,751	~~[illegible]~~
		~~15~~%		6,249	~~[illegible]~~
				$37,000^{00}	

Flagmen (RR) ~~150 days x 9 = 1350 man days @ 40^{00} $37,000^{00}~~ ~~[illegible]~~
140 days @ $191.6?/day 26,835

Total $63,835^{00} ~~$[illegible]~~

Additional RR Insurance Unknown

[illegible]EGON STATE HIGHWAY DEPART[illegible]ENT
QUANTITY SUMMARY & COST ES[illegible]MATE

Sheet ______ of ______ Sheet

Section [illegible] Unit Pile Trestle
Highway ______ County ______ Prefix ______
Length ______ Designer ______ Draftsman ______ Date ______

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. [illegible]	Cu. Yd.	46,000	4,500	50,000	0.75	4[illegible]
2. [illegible] Crushed Mat'l						
in [illegible]	Ton	2,322	228	2,550	2.35	5,[illegible]
3. 3/4"-0 Leveling Course	Ton	752	78	830	2.40	1,992
4. Aggr. in Binder Course	Cu. Yd.	50	5	55	5.50	302.50
5. Asphalt in Binder Course	Ton	9	1	10	55.00	550
6. Pile Trestle						
1300' × 32'	Sq Ft.	41,600	4,200	45,800	~~8.00~~ 5.00	2[illegible],000
7. Guardrail	Lin Ft.	1,[illegible]	150	1,300	3.00	3,900
8. Remove Pile Trestle	All	100%		100%		5,000
						[illegible]
20% Eng + Cont.						57,8[illegible]
Signing						1000
Elec.						500
						348,600
						137,400
						486,000
Additional RR Tax						Unknown

500,000

Total [illegible]

UTILITY UNIT
DEC 23 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

1859

327

December 16, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Highway Detour
Union Pacific Railroad Company
MP 374
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
Your File: D 315 - 2 - 129

NOTED
A. E. JOHNSON

Gentlemen:

This is in reply to your letter dated December 1, 1970 and your wire of November 27, 1970, requesting suspension of operations of our contractor, Hughes and Ladd, in the vicinity of Railroad mile post 374 on the above captioned project.

On December 1, following hand delivery of your letter to our representatives and the contractor, representatives of our organizations met and discussed methods to improve the operation of our contractor in the cut immediately west of Rattlesnake Springs between Highway Stations 116 and 124.

After discussion, it was proposed that a highway detour be constructed on the southerly side of the railroad between your tracks and Burnt River, between Highway Stations 116 and 124. This will necessitate grade crossings of your tracks at Railroad Stations 5826+00 and 5834+72. These grade crossings will be hand flagged 24 hours a day as long as the detour remains in use, which is anticipated to be a period of approximately six months. The detour will be constructed by our contractor, advance warning signs and signals will be installed by State forces, and adjustment of your signal and communication lines, installation of plank crossings, and removal of your right of way fences must be done by railroad forces. You will be reimbursed for any work performed by your forces in accordance with the permit of entry dated May 13, 1970 and accepted by the State on June 2, 1970.

You will find enclosed, four prints of a drawing showing the proposed detour. We propose to install red-yellow-green traffic lights at the two grade crossings which will be interconnected to an advance warning flashing yellow light. These will be manually operated by a watchman employed by the contractor.

It is understood that you will install track occupancy indicators providing advance warning of five minutes which will advise the watchman when a train is approaching. We suggest an additional pair of indicators be installed to provide one minute advance warning. The watchman then will know when to turn the lights red and stop traffic from entering onto the detour. Traffic occupying the detour will be allowed to clear after the lights turn red. It may also be advisable to employ a flagman at each crossing to assure that the traffic will stop. We assume there will be a railroad watchman on hand as well to safeguard your interests in this operation.

Please review the attached plan and return to us with your comments as soon as possible so that we may proceed with our application to the Public Utility Commissioner for these two grade crossings. Also, please submit to us an estimate of your cost of installing the plank crossings and adjusting the signal and communication lines.

Additional detailed information regarding the signing and signalizing of the detour will be presented to you within the next few days. Your cooperation in expediting this matter will be sincerely appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson
A. E. Johnson
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Contract #1395

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

Edwards

December 1, 1970

File: D 315-2-129

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Further in regard to my wire of November 27, requesting suspension of operations of State's Contractor HUGHES & LADD in the vicinity of MP 374 and your telegram of November 27 indicating that such work has been terminated.

This condition is provided for in the Standard Agreement which accompanied the Permit of Entry Letter dated April 1, 1970, more specifically Section 5 (d) which reads as follows:

> "Section 5 (d) If at any time Second Party's engineers and the Chief Engineer of the Railroad or their respective representatives shall be of the opinion that any work of Second Party is being or is about to be done or prosecuted without due regard and precaution for safety and security, Second Party shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided."

It is not our desire to delay the completion of your project unnecessarily, but until such time as the State can give us written assurance that our track and operations will be protected, to our satisfaction, in compliance with the above, it is requested that the suspension remain in effect.

Attention is also directed to the first paragraph of Section 5 which reads as follows:

> "Section 5. SAFETY MEASURES. All work of Second Party contemplated by this agreement shall be performed and accomplished without interruption to or delay of operations of the Railroad or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of utmost importance, and in order that same may be adequately safeguarded, protected and assured and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of Second Party that:"

As a result of blasting operations at Railroad MP 373.2 on November 19, at approximately 3:30 PM, our track was distorted laterally approximately 6 inches and vertically approximately 2 inches out of surface, subsequently causing 40-minute delay to freight train. The fact that this incident did occur is evidence that the State is in non-compliance with the following portions of the aforesaid Permit of Entry and Agreement:

> "Section 2. CONSTRUCTION OF HIGHWAY. (a) Second Party, at its own expense, will apply for and obtain all public authority required by law, ordinance, rule or regulation for the project contemplated by this agreement, and each and every part thereof, and will furnish the Railroad upon request with satisfactory evidence that such authority has been obtained. All construction work by Second Party shall be performed in accordance with the terms and conditions imposed by said public authority in granting its approval, and in accordance with this agreement.

> "Section 5. SAFETY MEASURES. (b) Second Party shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroad's track or facilities or any communication or signal lines, installations or appurtenances of any thereof. Second Party shall shelter and protect the Railroad's said property as required by Railroad.

"(c) Second Party, at its own expense, shall adequately police and supervise all work to be performed by it; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroad or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad or such others may be responsible, or to property of the Railroad or such others.

"(e) Second Party shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroad in connection with or as a result of the project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroad's property by Second Party at its own expense or by the Railroad at the expense of Second Party, and any damage caused thereby shall be promptly restored and repaired by Second Party at its own expense, or by the Railroad at the expense of Second Party.

"(f) Second Party shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If Second Party uses any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroad and at such times as will not endanger railroad property and operations. Second Party shall require that explosives are transported, handled, stored or otherwise secured and used in accordance with local, State and Federal laws in a manner satisfactory to the Railroad at all times, and subject to precautions which the Railroad may in its discretion require. Any explosives loaded in holes or placed or otherwise readied for discharge on a day shall be discharged on the same day during daylight hours. Without limiting the foregoing, it is agreed that Second Party shall not discharge any explosives in the vicinity of the railroad tracks at ay time when in the judgement of the Railroad such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting or the storage or handling of explosives in the vicinity of the railroad tracks, property or operations, Second Party, at its own expense, shall take all measures and precautions necessary to guard and protect railroad facilities against danger of damage, destruction or interference."

Furthermore, your attention is directed to the incident of November 25 at Railroad MP 374, at approximately 1:00 AM, when Contractor dislodged a large rock causing the same to fall onto main line track, breaking one rail and causing 50-minute delay to Passenger Train No. 105. This action was in violation of the Permit of Entry and following referenced sections of the Agreement, heretofore mentioned: Sections 2 (a), 5 (b), 5 (c) and 5 (e).

You are hereby requested to furnish in writing details of the State's proposals which will fully satisfy the terms of the Agreement, particularly the section contained herein which the State has heretofore been in violation of.

Yours very truly,

Superintendent

cc: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

RECEIVED
UTILITY UNIT
1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-80N-7(29)327
7395

NOTED
A. E. JOHNSON

December 11, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Notification of Blasting
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Project No. I-80N-7(29)327
Contract No. 7395
Your File: D 315-2-129

Gentlemen:

As requested in your letter dated November 23, 1970, we have instructed our resident engineers on both the above captioned section and the Weatherby-Lime section to follow the protective measures outlined in your letter.

In addition, to assure complete communication between the Railroad, Highway and contractor representatives, we request that your engineer inspector make one visit per day to our resident engineer's office in Baker and also to the contractor's office on the job site, so that he may be fully informed of the contractor's day to day plan of operation.

We have also asked our resident engineer in Ontario, Mr. E. S. Thompson, who is handling the Weatherby-Lime section, to leave any message he may have for your inspector at Mr. Blickenstaff's office in Baker. We feel this will assure consistent communication among the parties involved and should provide for a smoother execution of work in the field.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson w/copy of UPRR letter
H. S. Coulter
L. V. Blickenstaff
E. S. Thompson
H. M. Fillmore w/copy of UPRR letter

RECEIVED
DEC 1
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

Routing
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Glenn
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Gallagher
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RECEIVED
NOV 2 [illegible] 1970
CONSTRUCTION
DIVISION

November 23, 1970

File: D 315-2-129

Mr. F. D. Morgan
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

On November 20 I advised you that our main line track in the vicinity of MP 373.2 near Nelson, Oregon was damaged as a result of blasting operations by State's contractor, Hughes & Ladd, Inc., on the Bubbs Ranch-Weatherby Sec, I-80N-7(29)327.

In order to minimize the possibility of damage to railroad facilities in the future, resulting from such blasting operations, it is requested that the following protective measures be initiated:

1. Contractor will use ripper whenever possible and will not perform blasting except as a last resort.

2. Where blasting is required at locations in close proximity to the railroad track, a protective berm shall be constructed in order to contain the shot material. In some locations where the highway and railroad are close together, it will be necessary that the berm be constructed on the eastbound lane of the existing highway.

3. The Contractor should be required to furnish 24 hours notice of all blasting operations and provide, prior to loading, a sketch indicating the pattern and depth of drill holes, proposed

amount of powder and stemming to be used in each hole, anticipated cubic yards and ratio of cubic yards per pound of powder. This notice and sketch should be furnished to the railroad's Inspector through the State's Resident Engineer's representative.

If by joint agreement the State's and Railroad's representatives feel that the proposed shot is too heavily loaded or could otherwise cause undue damage to the railroad and/or highway, the Contractor should then be required by the State to reduce the size of proposed shot.

I understand that the State does not wish to be put in a position of directing the Contractor's operations but, on the other hand, I am sure that the State does reserve the right to exercise some control over its Contractor's operations. It is hoped that the above suggestions and adequate control of the Contractor can be implemented in order to avoid future incidents such as occurred on November 19, or worse.

I would appreciate your reply as soon as possible in this regard.

Very truly yours,

R.B. [illegible]

cc: Mr. H. S. Coulter, Regional Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Mr. L. V. Blickenstaff, Res. Engineer
Oregon State Highway Division
P.O. Box 269
Baker, Oregon 97814

FD MORGAN

RECEIVED
DEC 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-16-70
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE
DATE 12-29-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name: Bubbs Ranch-Weatherby
Highway: Old Oregon Trail
County: Baker
Contractor: Hughes-Ladd & McConnell
Address: P. O. Box 756, Redding, Cal. 96002

Date: December 9, 1970
Contract No.: 7395
Prefix: 601-1071
F. A. Project No.: I-80N-7(29)327
Order No.: 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Place riprap to stop the erosion of the westerly bank of the Burnt River channel change adjacent to the Oregon-Portland Cement Co. spur track.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

1426 Rt.

Estimate of quantities and cost:

Equipment Rental	$300.00
Labor	100.00
Total - - -	$400.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work has been requested by the Oregon Portland Cement Co., it is necessary and it is an obligation under the terms their easement to us (File #41955). No work on the westerly bank of this channel change was called for in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$10,312,858.31	
Present estimate of project cost, including $400.00 for work under this order	$10,312,858.31	
Expected under-run over-run amount	$0	
Expected under-run over-run per cent	0	

Submitted by:
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Maintenance ~~Division Engineer~~

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer
Construction
12-30-70

SP*23677-724

RECEIVED
DEC 18 1970
FOR FILING

I-80N-7(39)327

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOTED
A. E. J[illegible]

DECEMBER 8, 1970

(File Ref. D 315 - 2 - 129)

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RECEIVED
DEC 9 1970
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

Dear Sir:

In view of the anticipated nationwide railway strike presently set for 12:01 AM, Thursday, December 10, it is respectfully requested that the State instruct its Contractors, on such projects that might affect our operations or facilities, to refrain from any operations which could cause damage to our track or facilities as a result of blasting and/or any other activity.

If this strike does materialize as presently scheduled, we will not have any watchmen, flagmen or section forces available to patrol the track and make necessary repairs thereto. Neither will we have forces available to repair our signal or communication lines, the operation of which nevertheless must be maintained.

Some trains will continue to operate after the strike. These trains will be manned by Railroad supervisory personnel and will continue to their original destination or to the nearest terminal depending on the individual train priority. In the interest of national defense it may also become necessary to run special trains during the course of the strike.

Since our maintenance forces will not be available, you can readily see that we would be quite vulnerable to any track damage caused by your Contractors' operations.

Hopefully this strike will be averted, but we will probably not know definitely until 12:01 AM, December 10.

Hughes & Ladd, Inc., your Contractor on the Bubbs Ranch-Weatherby Section, is presently working two 9-hour shifts, the last shift quitting at 1:00 AM. Our eastbound Streamliner, TRAIN NO. 105, is scheduled through this area at approximately 2:15 AM. Will you please request Hughes & Ladd to confine their second shift operation on Wednesday, December 9, to areas removed from our track and right of way in order to eliminate the possibility of any accidents which might occur immediately preceding the strike deadline. This request would also apply to your Contractor, Gibbons & Reed on the Weatherby-Lime Section.

Your cooperation in this regard will be deeply appreciated and it is requested that you advise our Mr. Scanlon by telephone what protective measures will be set up.

Yours very truly,

R B Harding
R. B. Hardin,
Superintendent

COPIES TO:

AE JOHNSON
FD MORGAN
HS COULTER
WC FERGUSON
JC HIATT
HE WOODWARD
JR HAGEDORN
LV BLICKENSTAFF
ES THOMPSON
HM FILLMORE

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 17 1970

FOR

I-80N-7(29)307

1 4

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1970

NOTED
A. E. JOHNSON

To: MEMO TO THE FILES

SUBJECT: Damage to UPRR Tracks
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Contract No. 7395

As a result of damage to the Union Pacific Railroad Company's tracks on November 19 and November 25, 1970, at railroad mile posts 373.2 and 374 respectively, the Union Pacific Railroad Company requested us to shut down our contractor, Hughes and Ladd, Inc., in the Rattlesnake Springs area of the above captioned project until a suitable method for handling the work was agreed upon by the Railroad, Highway Division and contractor.

On December 1, 1970, a meeting was held in the office of Hughes and Ladd, Inc., on the project site, at which time the attached letter was handed to us. An inspection was made of the Rattlesnake Springs cut by all parties following the meeting. Those present were:

Representing Hughes and Ladd - Wallace Hughes, Owner; Roy Ladd, Owner; and Steven Anderson, Engineer

Representing the Union Pacific Railroad Company - G. W. McDonald, Division Engineer; T. J. Scanlon, Public Projects Engineer; J. W. Hanson, Roadmaster; O. E. Rayburn, Bridge and Building Supervisor; M. S. Williams, Engineer-Inspector; A. E. Randall, Engineer-Inspector

Representing the Oregon State Highway Division - F. D. Morgan, Construction Engineer; H. S. Coulter, Region Engineer; Alfred Shirley, Region Construction Engineer; L. V. Blickenstaff, Resident Engineer; H. M. Fillmore, Regional Utility Engineer; T. W. Litchfield, Railroad and Utilities Engineer

The area of difficulty lies between Highway Stations 116 and 125 westerly of Rattlesnake Springs. The proposed construction method as shown in the construction plans on sheet 2 C-A was tried by the contractor. A low berm, approximately five feet high, was constructed on the southerly side of the highway to keep material from rolling onto the railroad. However, when attempting to construct the temporary fall-out area, as shown on the plans, it was found the material remaining in the cut would not stand as steep as originally anticipated and continually sloughed in so the contractor was forced to spend nearly all his time removing material from the existing road so that one-way traffic could be maintained intermittently through the construction area. The berm separating the highway from the railroad could not be of sufficient height to prevent material originating high on the slope from bouncing over the highway and on to the tracks. A large boulder, which was endangering traffic and the railroad, was dislodged at approximately 1:00 AM on November 25, 1970 and it bounced across the highway, lit on the railroad, broke a rail, and delayed a train for 50 minutes. On November 27, 1970, the railroad requested us to suspend operations in this area until a better plan for handling work in this cut was arranged with the contractor. On December 1, 1970, this meeting was held and a tentative plan for handling the work was agreed upon by the Railroad, State and contractor.

It was decided and agreed upon by all parties, that the most practical method of handling this cut was to detour highway traffic to the southerly side of the railroad from about Highway Stations 116 to 124. This will involve the creation of two grade crossings of the railroad which must be hand flagged 24 hours a day for the duration of the use of the detour. Constructing a detour in this manner will allow the contractor to utilize the existing highway for the construction of a much higher berm, thus allowing him to build a suitable temporary fall-out area, adequately protect the railroad, and conduct his operation with minimum interference to highway traffic.

The sequence of work to effect this detour is as follows:

1. The railroad must raise their signal and communication lines at the site of each grade crossing.

2. The railroad must install plank crossings at each location. The planks are to be supplied by the contractor.

3. The contractor will construct the fill along the north edge of Burnt River and whatever minor channel change may be required.

4. A guardrail should be installed along the southerly edge of the detour throughout its length to prevent vehicles from driving into Burnt River.

5. Traffic signals should be installed at each grade crossing, and interconnected to advance warning flashing yellow lights which should operate only when the traffic lights are red and about to turn red. Other standard signing should be installed to properly guide traffic over the detour.

6. The railroad should install cross bucks at each grade crossing.

7. If additional track occupancy indicators are necessary, they should be installed by the railroad.

8. The railroad, contractor and State agreed that in the meantime work could proceed in the cut from approximately Station 123 toward the east as long as there was no blasting.

The construction of this detour will require application to the Public Utility Commissioner. I have discussed the matter with Mr. James Singleton, Administrator of the Transportation Division, and he assures me the PUC will cooperate in expediting the issuance of an order covering this construction. He also told to me that the contractor may proceed immediately to construct the detour as long as we did not open it to traffic before the order is issued.

Mr. Blickenstaff was requested to prepare a plan showing the proposed detour for review and approval by the Railroad, the State and the Federal Highway Administration. I understand our Messrs. A. E. Johnson and F. D. Morgan will inspect the project on December 10, 1970.

T. W. Litchfield
Railroad and Utilities Engineer

TWL:dl
cc: A. E. Johnson
F. L. Hall
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2528 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 27, 1970

(File Ref. D 315 - 2 - 129)

U. S. CERTIFIED MAIL -
Return Receipts Requested (3)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

Routing
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RECEIVED
DEC 1 1970
CONSTRUCTION
DIVISION

Dear Sir:

Bubbs Ranch - Weatherby Section
Old Oregon Trail Highway
Project No. I-80N-7(29)327

This is to advise that at approximately 1:00 AM on NOVEMBER 25, 1970, our Company's main line track was damaged, causing train delay, in the vicinity of Railroad Milepost 374 near Nelson, Oregon, as a result of operations by HUGHES & LADD, INC. on the above-referenced project.

When the Railroad's costs have been determined in this connection, a bill will be presented.

Will you kindly acknowledge your receipt of this letter.

Yours very truly,

R. B. Hardin

R. B. Hardin,
Superintendent

cc:
Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black,
Insurance Brokers
255 California Street
San Francisco, California 94119

11-27-70

C

RECEIVED
0 1970

I-8013-7(29)1227

DOMESTIC SERVICE	
Check the class of service desired, otherwise this message will be sent as a fast telegram	
TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

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S 7-1-72
E

WESTERN UNION
TELEGRAM

1213 (7-58)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			Oregon State Highway Division	3:00

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To Mr. R. B. Hardin, Superintendent, Oregon Division November 27 19 70
Street and No. Union Pacific Railroad Company
Care of or Apt. No. 2525 North Larrabee Avenue *Destination* Portland 97227

Work of Hughes and Ladd in vicinity of RR mile 374 suspended this date as per your telegram.

R. L. Porter
State Highway Engineer

Chg To:
5004-900

NOTED
TOM EDWARDS

Senders's name and address (For reference) *Sender's telephone number*

Copy to Morgan
11-30-70

NOTED
A. E. JOHNSON

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 20, 1970

(File Ref. D 315 - 2 - 129)

U. S. CERTIFIED MAIL -
Return Receipts Requested (3)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

Routing
Morgan
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Bond
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Johnson
RECEIVED
NOV 21 1970
CONSTRUCTION
DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Dear Sir:

Bubbs Ranch - Weatherby Section
Old Oregon Trail Highway
Project No. I-80N-7(29)327

This is to advise that at approximately 3:20 PM on NOVEMBER 19, 1970, our Company's main line track was damaged in the vicinity of Railroad Milepost 373.2 near Nelson, Oregon, as a result of blasting operations by HUGHES & LADD, INC. on the above-referenced project.

When the Railroad's costs have been determined in this connection, a bill will be presented.

Will you please acknowledge your receipt of this letter.

Yours very truly,

R. B. Hardin

R. B. Hardin,
Superintendent

cc:
Hughes & Ladd, Inc.
P. O. Box 756
Redding, California 96001

Miller & Ames-Corroon & Black,
Insurance Brokers
255 California Street
San Francisco, California 94119

Form A-105 Rev. 8-[illegible]

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-7-73-2
7-5-2

STATE COPY

G-1R

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

[illegible] EFFECTIVE DATE 11-30-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist Engineer 1295
DATE 11-30-70

FEDERAL HIGHWAY ADMINISTRATION

Order No. 2

Section Bubbs Ranch-Weatherby
Date November 4, 1970

Highway Old Oregon Trail
F.A.P. No. I-80N-7(29)327

County Baker
Prefix 601-1071
Account No. 278-02

Description of Work To Be Done:

Temporary striping throughout the project. Paint permanent traffic lines and markings throughout the project.

Location by Station Numbers:

Estimate of Quantities and Costs:

Temporary striping at actual cost				$1,030.00
White, Solid, 3"	32 Mi.	@	$42.00	1,344.00
White, Solid, 4"	2 "	@	51.00	102.00
White, Skip, 4"	16 "	@	29.00	464.00
Incidental Pavt. Legends	10 Hrs.	@	56.00	560.00
			Total	$3,500.00

Explanation: Work to be done by State Forces. Temporary striping will be done on actual cost basis. Permanent striping will be done on agreed unit prices in effect at time work is done.

The sum of $3,500.00 is in the original authorization for this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $10,312,858.31
Present estimate of project cost, including $3,500.00 for work under this order $10,312,858.31
Expected under-run / over-run (amount) . . . . . . $ 0
Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Alfred Shirley Regional Engineer 11/31/70

Approved: Construction Engineer

NOTED
TOM EDWARDS

12-1-70

(REV. 3-67)
OCT 21 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-80N-7(29)327		STATE PROJECT NO. BUBBS RANCH-WEATHERBY SECT.
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME BAKER
	ITEM NO. 1-596	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: I-80N-7(29)327
7395

10-19-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE SEPTEMBER 25, 1970	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N STATE ROUTE NUMBER STATE PRIMARY ROUTE 6

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE CONSTRUCTION OF THE TEMPORARY PROTECTION BLANKET OVER THE SOUTHERN PACIFIC RAILROAD BETWEEN STATION 115 AND STATION 125 AS DESCRIBED IN MR. LITCHFIELD'S OCTOBER 1, 1970 LETTER.

REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $1,665.00 IS AUTHORIZED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) TEMPORARY PROTECTION BLANKET OVER SP RAILROAD
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
TOM EDWARDS

Young
Morgan
10-21-70

RECEIVED
OCT 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 10-19-70	SIGNATURE OF APPROVING OFFICIAL	TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 2 [illegible] 970

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I [illegible] 7
1 [illegible] 0

October 21, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

F.B.K.

RE: Protective Blanket for Tracks
Bubbs Ranch-Weatherby Section
Old Oregon TrailHighway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395
YOUR FILE: D 315 - 2 - 129

Gentlemen:

Your estimate for the ballast blanket of your tracks between Highway Stations 115 and 125 as submitted with your letter dated September 28, 1970 has been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of September 25, 1970.

Please contact Mr. L. V. Blickenstaff, Resident Engineer, P. O. Box 269, Baker, Oregon 97814, Phone 523-5246, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed on and subsequent to September 25, 1970 will be made in accordance with PPM 30-3 and all supplements thereto. Please be sure to include the beginning and completion dates of the work in the bill.

It is understood your representatives are to meet with Mr. Blickenstaff, a representative from our Region office, and the contractor on this date to discuss the procedures to be used in blasting this cut.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fw
cc: R. E. Simpson
F. B. Klaboe
V. L. Gallagher (w/att.) (2)
V. E. Skoog (w/att.)
H. S. Coulter (w/att.) (2)
L. V. Blickenstaff (w/att.)
H. M. Fillmore (w/att.)

NOTE TO H.S. COULTER: Please have a Supplemental SFO prepared and submitted for this work. Return one copy of the UPRR letter with the SFO.

RECEIVED
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED
Contingent upon inc[illegible] 11-27-70
ct agreement if additional funds are
quired
BY Dist. Engineer
TITLE
DATE 11-2-70
FEDERAL HIGHWAY ADMINISTRATION

REGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Bubbs Ranch-Weatherby	Date	October 2, 1970
Highway	Old Oregon Trail	Contract No.	7395
County	Baker	Prefix	601-1071
Contractor	Hughes-Ladd & McConnell	F. A. Project No.	I-80N-7(29)327
Address	P. O. Box 756, Redding, Cal. 96002	Order No.	7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove a silt deposit and a portion of the easterly river bank at the outlet of a box culvert and channel change to provide improved drainage.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

220 Rt.

Estimate of quantities and cost:

Labor and equipment rental - - - - - $100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work would be difficult to measure for payment on a yardage basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.31
Present estimate of project cost, including $100.00 for work under this order	$10,312,858.31
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

NOTED
TOM EDWARDS

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Regional Maintenance ~~Division~~ XXXXX Engineer

Approved: Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Construction Office Engineer

11-5

SP*33677-734

I-80N-7(29)327

Form E-20-4M

OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

APPROVED EFFECTIVE DATE 10-20-70
Contingent upon modification of project agreement if additional funds are required
BY Ahlack
TITLE Dist. Engineer
DATE 10-20-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	Bubbs Ranch-Weatherby	Date	Oct. 2 1970
Highway	Old Oregon Trail	Contract No.	7395
County	Baker	Prefix	601-1071
Contractor	Hughes-Ladd & McConnell	F. A. Project No.	I-80N-7(29)327
Address	P. B. Box 756, Redding, Cal. 96002	Order No.	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Perform the required pioneering of new cut slope lines in areas where the original staked and excavated slopes did not stand.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Labor and equipment rental - - - - - - - - -$5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In some areas which require ¼ : 1 cut slopes and benches we find that due to the nature of the materials encountered the top portion of these sections must be layed back on a flatter slope. This requires the contractor to perform a second pioneering operation which is non-productive and for which there is no compensation under the terms of the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.31
Present estimate of project cost, including $5,000.00 for work under this order	$10,312,858.31
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L. J. Pickenstoll, Resident Engineer

Approval Recommended: Thal A. Bud, admin, Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Sperley, Red Maint, Division Engineer

Approved: F. D. Morgan, Deputy State Highway Engineer, Assistant State Highway Engineer

10-21-70

SP*23873-724

I-80N-7(29)327

Form E-306-5M

RECEIVED
OCT 2? 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-11-P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-23-70
Contingent upon modification of project agreement if additional funds are required

BY
Dist. Engineer

TITLE

DATE 10-20-70

FEDERAL HIGHWAY ADMINISTRATION

Project Name	Bubbs Ranch-Weatherby	Date	
Highway	Old Oregon Trail	Contract No.	7395
County	Baker	Prefix	601-1071
Contractor	Hughes-Ladd & McConnell	F. A. Project No.	I-80N-7(29)327
Address	P. O. Box 756, Redding, Cal. 96002	Order No.	6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct a 4' x 4' x 10' Class "A" concrete siphon box including required excavation and backfill.

Cost Analyst

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:

1376 Rt.

TENTATIVE APPROVAL TO PROCEED

Estimate of quantities and cost:

Labor	$325.00
Materials	225.00
Equip. Rental	200.00
	$750.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There is an existing siphon box at this location which does not appear on the plans and which is inside the access control line. It must be rebuilt outside the access control line.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.31
Present estimate of project cost, including $750.00 for work under this order	$10,312,858.31
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L. Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Kidney
Division Engineer
R/W Maint

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or

10-21-70

Form

OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-2-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-20-70
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bubbs Ranch-Weatherby
Highway Old Oregon Trail
County Baker
Contractor Hughes-Ladd & McConnell
Address P. O. Box 756, Redding, Cal. 96002

Dated Oct. 2, 1970
Contract No. 7395
Prefix 601-1071
F. A. Project No. I-80N-7(29)327
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move a stone masonry drinking fountain from its present location at Rattlesnake Springs to a new location in the Weatherby safety rest area.

This estimate includes allowances. Percentages to be allowed the contractor are in accordance with the executed contract for this project.

Location by station numbers:
Present location Sta. 128 Lt.
New location Approx. Sta. 295 Lt.

Estimate of quantities and cost:

Labor, materials & Equip. rental - - - - - - - -$3,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There are no provisions in the contracts for this work. This order will increase the cost of the project by $3,500.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $10,312,858.31
Present estimate of project cost, including $3,500.00 for work under this order $10,312,858.31
Expected under-run / over-run amount $ 0
Expected under-run / over-run per cent 0

Space to right of this line for use of Salem Office

Submitted by: Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer ~~or Bridge Engineer~~

Approval Recommended:
By Hart
Division Engineer

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer~~

10-21-70

RECEIVED
UTILITY UNIT
OCT 2 - 1970

FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

378-4511
XXXXXX

7395

October 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St., N. E.
Salem, Oregon 97301

Re: Protective Blanket for Tracks
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(29)327
Contract No. 7395

Dear Mr. Simpson:

Please refer to your Mr. Burghardt's Memo to the Files dated September 28, 1970, regarding the placement by the Union Pacific Railroad Company forces of 200 cubic yards of ballast on the Railroad's tracks between Highway Stations 115 and 125.

Upon exposing the highway cut through this area, it was found necessary to drill and shoot the material and as a result the Railroad has refused to allow any blasting through this area until their tracks are blanketed and the communication lines removed. The adjustment of the communication lines was included in the Railroad's estimate which was submitted to you with our letter dated April 22, 1970. No estimate was made for the possible use of ballast blanketing since it would not be known until the cuts were opened where this might be needed. You will find attached hereto a letter from the Railroad dated September 28, 1970, detailing the estimated cost for this work.

We now request formal authorization to proceed with this work as of September 25, 1970, in line with my discussion with Mr. Burghardt.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
Enclosures
cc: ~~F. B. Klaboe~~
V. L. Gallagher (2)

RECEIVED
OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 28, 1970

(File Ref. D 315 - 2 - 129)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Routing
Morgan
Decker
Walker
RECEIVED
SEP 30 1970
CONSTRUCTION
DIVISION
E
NOTED
I. M. CARTWRIGHT

Dear Sir:

Project I-80N-7(29)327
Contract #7395

In line with 'phone conversation between Mr. Scanlon of my office and your Mr. Litchfield, I am showing below the estimated cost figures to furnish, place and remove approximately 200 Yds. of Barnhart ballast in our main line track at approximate Railroad MP 374.0, required to afford track protection from blasting operations of Hughes & Ladd, Inc. Procurement and placement of the ballast have been initiated per verbal authorization received from Mr. Litchfield on September 25, 1970.

	Labor	Material
Ballast, 200 c.y. at 2.00		$400
Unload incl. Work Train Service, 200 c.y. at 1.80	$360	
Place ballast, 200 c.y. at 1.00	200	
Cleanup 200 c.y. at 1.25	250	
Labor & Matl. Add.	285	50
Contingencies	80	40
	$1175	$490

Your formal authorization of this work at State's expense is requested.

Yours very truly,

R. B. Hardin

R. B. Hardin,
Superintendent

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JUL 24 1970
FOR FILING

[illegible]

1395

INSPECTION NO. 2

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Bobbs Ranch-Weatherby Contract No. 7395

Highway Old Oregon Trail

Contractor Hughes & Ladd & McConnell Date July 21, 1970

X Initial)
)
Intermediate)
)
Final)
)
X Special)
Pre-construction Conference.

Inspection Made by

REMARKS

Pre-construction Conference on subject project was held in the Baker Armory Building. Contractor advised he intended to start grading work next week and would soon be on a 2-shift basis. Word was received during the meeting that the railroad insurance had been cleared.

An official from the City of Huntington was in attendance and was concerned about the muddying of Burnt River as they obtained their drinking water from this source. They stated any excess muddying would clog their filter system. Contractor will work with close cooperation of City. There are times when it will be impossible to complete the channel change work without some muddying of the stream. It appears that this can be limited to night work when City's storage can be sufficient for need and they can close their intake lines for these periods. Stream pollution through erosion was also fully discussed.

Signing and traffic control was discussed. There may be some revision in plan stage construction requested by contractor later. Materials for temporary detours (base and surfacing) will be obtained from Baker Ready-Mix. Babler Bros. Co. will do the base rock laydown and paving, probably early next year.

Grant Construction Company will crush the aggregates with intended source from cut material at Rattlesnake Springs area. Contractor was advised that past experience with this rock indicated it was extremely hard and heavy (Specific Gravity 3.0) and difficulty in crushing could be encountered.

Equal opportunities was discussed and complete compliance by contractor was promised.

Resident Engineer Bickenstaff will make a full report of meeting with list of persons attending. Roy Ladd (contractor) advised he would be on the project along with his superintendents who would be authorized to act for the company at all times.

NOTED
A. E. JOHNSON

RECEIVED
JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JHW:fw

cc: Div. Engr. H. S. Coulter
Res. Engr. L. V. Bickenstaff
A. E. Johnson

Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 21 1970
FOR FILING

I-80N-7(27) 337
7395

July 20, 1970

Hughes-Ladd & McConnell
Box 756
Redding, California 96001

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7395 for grading, paving, structures and signing on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Enclosure

cc: The Travelers Indemnity Company
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
L. V. Blickenstaff

Form E-200-6M

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(29)327
7395

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 7-20-70
Contingent upon modification of project agreement if additional funds are required

BY

TITLE Dist. Engineer

DATE 7-27-70

Date U.S. BUREAU OF PUBLIC ROADS, 1970

Project Name Bubbs Ranch-Weatherby ✓
Highway Old Oregon Trail
County Baker ✓
Contractor Hughes & Ladd, Inc., Hughes and Ladd & Carl R. McConnell ✓
Address P. O. Box 756, Redding, Calif. 96002 ✓

Contract No. 7395 ✓
Prefix 601-1071 ✓
F. A. Project No. I-80N-7(29)327 ✓
Order No. 3 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 40 mile legal speed signing
All signs to be Type "C", white reflectorized backing with black legend.

Location by station numbers:

Throughout the project

This estimate includes allowances. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

NOTED
A. L. JOHNSON

NOTED
TOM EDWARDS

Estimate of quantities and cost:

14	R-200-60	"Speed 40"		
1	R-202-36	"Speed Zone Ahead"		
1	R-203-42	"End 40 Mile Speed"		
16	4" x 6" x 18'	Wood posts		
	Materials		$1,480.00	
	Labor		280.00	
	Equipment		90.00	TOTAL $1,850.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To establish 40 mile per hour legal speed throughout the project as authorized by the State Highway Commission.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.31	✓
Present estimate of project cost, including $1,850.00 for work under this order	$10,312,858.31	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer 7-29-70

Approved: ~~Deputy State Highway Engineer~~, Asst. State Highway Engineer

SP*23577-734

RECEIVED
JUL 8 - 1970
FOR FILING

I-80N-7(29)327
7395

July 2, 1970

Oregon State Highway Commission

Gentlemen:

In order to implement necessary traffic safety measures during construction work on the Weatherby-Lime and the Dubbs Ranch-Weatherby Sections of I-80N, it is recommended that a speed zone be established as follows:

40 miles per hour on I-80N, Highway No. 6, on sections or portions thereof, between M.P. 327.74 and M.P. 340.85.

The Engineer authorized to install and vary sign locations as construction operations require.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
F. D. Morgan
H. S. Coulter

FBC:njc fn

RECEIVED
JUL 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(29)327
7395

Form E-209-6M

STATE COPY

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY S. Green
TITLE Engineering Coordinator
DATE 7-14-70
U. S. BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G P

Project Name Bubbs Ranch-Weatherby Sec. ✓
Highway Old Oregon Trail ✓
County Baker ✓ ✓
Contractor Hughes & Ladd, Inc., Hughes and Ladd & Carl R. McConnell
Address P. O. Box 756, Redding, Cal. 96002

Date June 26 70 ✓
Contract No. 7395 ✓
Prefix 601-1071 ✓
F. A. Project No. I-80N-7(29)327 ✓
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform the necessary grading to reshape an existing road.

NOTED
A. E. JOHNSON

Location by station numbers:

"AR" 137+83 to "AR" 171+05.56

This estimate includes allowances. The percentages to be allowed the contractor are in accordance with the executed contract for this project.

Estimate of quantities and cost:

NOTED
TOM EDWARDS

33.22 Sta. @ Approx. $600.00 per Sta. $20,000.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The sum of $20,000.00 for this work is included in the authorization for this project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$10,312,858.31	✓
Present estimate of project cost, including $20,000.00 for work under this order	$10,312,858.31	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Space to right of this line is for use of Salem Office

Submitted by: L. Blickenstaff
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Sperling
Asst. Division Engineer

Approved: 7-17-70
Deputy State Highway Engineer
Assistant State Highway Engineer

RECEIVED
JUN 18 1970

FOR FILING

I 80N 7(29)327
7395

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 16, 1970, is requested in the award of contract for the Bubbs Ranch-Weatherby Section, Project No. I-80N-7(29)327.

The contractor receiving the award is Hughes-Ladd and McConnell, in the amount of $8,930,698.50 with Contract No. 7395 assigned. This bid was received on June 4, 1970, and awarded June 16, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
JUN 17 1970
FOR FILING

I-80N-7(29)327
7395

June 16, 1970

Hughes-Ladd and McConnell
P. O. Box 756
Redding, California 96001

Attn: Mr. Roy E. Ladd

Gentlemen:

The State Highway Commission on June 16, 1970, awarded to you State Highway Contract No. 7395 for grading, paving, structures and signing on the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County in the amount of $8,930,698.50.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses

bcc Frank Morgan
D. J. Barbee
L. D. Merchant
H. S. Coulter
L. V. Blickenstaff
Wm. Geibel (SAIF)

RECEIVED
JUN 9 - 1970
FOR FILING

I-80N-7(29)327
7395

June 8, 1970

Hughes & Ladd,
Hughes & Ladd, Inc., and
Carl R. McConnell
P. O. Box 756
Redding, California 96001

Gentlemen:

Your bid which was received June 4, 1970, on the grading, paving, structures and signing work for the Bubbs Ranch-Weatherby Section of the Old Oregon Trail in Baker County, Oregon, is under consideration. However, Item 109 on the Bid Schedule appears to contain a patent error; it appears as follows:

		Unit Price	Amount
"109. 4-inch Concrete Drain Pipe	500 lin. ft.		
For Two Hundred Thirty Dollars per lin. ft.		$230.00	$1,150.00"

The extension is made for a unit price of $2.30, which appears reasonable from the standpoint of average bid prices. The written sum, as can be seen from the above, says $230.00, and the figure $230.00 appears in numerical figures; if extended, these result in a ridiculous amount.

Before we can make a recommendation to the Highway Commission for the acceptance or rejection of your bid, this point must be clarified. It is our assumption that the extension of $1,150.00, as shown, is correct. Will you please write and confirm if this is a fact, so that the final form of the contract can show the corrected figure.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
L. H. Young

RECEIVED
AUG 26 1970

FOR FILING

I-80N-7(27) 527
7395

3394

Salem, Oregon
June 5, 1970

Agenda Item 4t
June 2 Commission meeting

RAILROAD COMPANIES
FILE No. 684

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Railroad and Utility Engineer

Attached are two copies of an extension of a Permit of Entry from Union Pacific Railroad Company allowing the State to enter on Railroad property to construct the Bubbs Ranch-Weatherby Section of I-80N in Baker County.

We have kept a xerox copy of this document until an original is returned to us for the Commission's files.

C. W. Head, Assistant Secretary

fkn
Att.

RECEIVED
JUN 1 - 1970
FOR FILI

I-80N-7(29)327
7395

3394

May 29, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the June 2 meeting a Permit of Entry from the Union Pacific Railroad Company allowing the State to enter on Railroad property to construct the Bubbs Ranch-Weatherby Section of I-80N in Baker County. The execution of this document will allow the construction of the "Golden Spike" section of I-80N between Baker and Farewell Bend.

At the April 21 Commission meeting, you executed the Permit of Entry granted by the Railroad for the Weatherby-Lime Section and this document is merely an extension of the permit approved at that meeting.

It requires the State to construct the highway in such a manner that any slope encroaching within 40 feet of the centerline of the Railroad's track will not restrict the Railroad's use of its right-of-way for Railroad purposes. The highway has been designed with this in mind and this condition is acceptable to the State.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
H. S. Coulter

TWL:ss sr

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 28, 1970

SUBJECT: FBK Assignment No. 3394
Permit of Entry - UPRR
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County

To: Mr. F.B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached you will find duplicate counterparts of the Permit of Entry from the Union Pacific Railroad Company allowing the State to occupy Railroad property to construct the above captioned section.

This document extends the Permit of Entry granted by the Railroad for the Weatherby-Lime Section and executed by the Highway Commission at their meeting of April 21, 1970. In addition the State is required to construct the highway in such a manner that any easement area occupied within 40 feet of the centerline of the Railroad's tracks will not restrict or impair the Railroad's use of the right of way for Railroad purposes. The project has been designed with this in mind and this condition is acceptable to the State.

This document has been approved by the State's Legal, Design, Bridge and Construction Divisions and found to be satisfactory. We now recommend your approval and request that it be placed on the agenda for the Commission meeting of June 2, 1970.

F. D. Morgan
Construction Engineer

By: Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

RE
MAY 2

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

~~FOR~~

I-80N-7(29)327

7395

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 20, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch-Weatherby Section
Union Pacific Railroad's Permit of Entry

The May 13 Union Pacific Railroad Company's Permit of Entry for the subject project transmitted with Mr. Litchfield's May 18 letter has been reviewed and is hereby approved.

5-22-70

REFERRED TO
Young
By

NOTED
F. B. KLABOE

RECEIVED
MAY 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1240
(REV. 3-67)

RECEIVED
MAY 28 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-70

FEDERAL AID PROJECT NO. 1-80N-7(29)327

STATE PROJECT NO.

FROM:
Mr. R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. 596

COUNTY NAME Baker

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:
I-80N-7(29)327
7395
Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
May 13, 1970	May 13, 1970	I-80N Bubbs Ranch - Weatherby Section

LIMITS OF AUTHORITY
After concurrance in award you are authorized to proceed with contractor's flagging in the amount of $60,000.00 and Railroad Protective costs in the amount of $52,000.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's Flagging $60,000.00
Railroad Protective Costs $52,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Mr. Young's May 11, 1970 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

The 1970 Edition of Oregon's Standard Specifications for Highway Construction is approved for use on this project.

A signed copy of the title sheet is returned herewith.

Young
w/encl.
5-27-70

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-13-70	R. E. Simpson	Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 14 1970

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(29)327
7395

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 11, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project I-80N-7(29)327
Bubbs Ranch - Weatherby Section
Old Oregon Trail Highway
PS&E Review

The plans and specifications for this project are generally complete and well done. The following comments concern several details needing additional consideration.

1. Plan Sheet No. 2 The note concerning select subgrade material should be clarified to indicate select subgrade may also be eliminated in fill areas where suitable granular material is encountered.

2. Plan Sheet No. 11 Neither the plans nor the special provisions indicate the removal of the old highway structure (Sta 207). The structure should be removed and the old channel filled to existing roadbed.

3. Plan Sheet No. 12 The plans show the old highway structure (Sta 220) to be removed, however, it is not included in the list for structures removed in the special provisions (page 96). For consistency the special provisions should have the structure listed.

F. B. KLABO

5-14-70

Barbara Young

RECEIVED
MAY 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 25 1970
FOR FILING

F. B. Klaboe

I 80N-7(27) 327
7395

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 5, 1970

SUBJECT: Right of Way Status
FAI Project
June 4 & 5, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way, rights of access, or rights of entry are acquired.

Bubbs Ranch-Weatherby Sec.
Old Ore. Trail Hwy.
Baker Co.:
Grade, Pave, Str., Sign and Rest Area

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project have been relocated to decent, safe and sanitary housing or have been offered decent, safe and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

D. H. MOEHRING
Right of Way Engineer

JRO:GZ
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

Crossing No. 2A-376.84

Order No. 70-320

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-525

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a highway grade crossing over the tracks and right-of-way of the Union Pacific Railroad Company near the community of Weatherby, Oregon, in Baker County, in the N½ NE¼ of Section 30, Township 12 South, Range 44 East, Willamette Meridian)	ORDER

On January 27, 1970, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to construct a highway grade crossing, known as the Gales Public Road, over the tracks and right-of-way of the Union Pacific Railroad Company near Weatherby, Baker County, Oregon.

Copies of the application were duly served upon the Union Pacific Railroad Company, Baker County Board of Commissioners, Pacific Northwest Bell Telephone Company, and Idaho Power Company.

By answer dated February 16, 1970, respondent, Union Pacific Railroad Company, asked for certain changes in the application; and in addition, that the Oregon-Washington Railroad and Navigation Company be added as a railroad affected by the application due to its ownership of the right-of-way.

On March 23, 1970, the applicant and Baker County agreed to the changes and additions requested by the railroad.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the crossing as requested herein is hereby granted.

(2) Applicant shall pay for all costs of the construction of the crossing.

(3) Railroad shall furnish and install preservative treated ties and ballast on and along the portion of the track to be covered by Gales Public Road and provide and install a prefabricated timber crossing 28 feet in length, when measured along the centerline of the track.

(4) Railroad shall furnish and install a Commissioners Standard No. 1R Crossbuck on each side of the railroad tracks.

(5) Railroad shall rearrange the railroad right-of-way fences to conform to the new construction and make such signal and communication line adjustments as may be required by the project in accordance with the agreement between the railroad and the state.

(6) Railroad shall provide such watchmen and flagmen as necessary to protect the traffic on the railroad during the period of construction of the crossing.

(7) Baker County shall furnish, install, and maintain two stop signs and two advance warning signs at appropriate locations along the roadway, and bear all costs thereof.

(8) Railroad shall, at its own expense, maintain the continuous railroad track, ties, ballast, fences, timber crossing, crossbuck signs, and other railroad facilities at the crossing.

(9) The crossing shall not be opened to vehicular traffic until the stop signs, advance warning signs and standard No. 1R crossbuck signs ordered herein are in place.

Made, entered and effective APRIL 17 1970.

Sam R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
APR 27 1970

**OREGON STATE
HIGHWAY DIVISION**

7375

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Railroad Work
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

Herewith you will find two (2) copies of the Union Pacific Railroad Company's letter dated April 15, 1970, and their estimate of cost of all work to be performed by Railroad forces for which they are to be reimbursed by the State on the above captioned projects.

Page 1 of the estimate includes preliminary and construction engineering performed on both projects, the Gales Public Road Grade Crossing construction on the Bubbs Ranch-Weatherby Section, Project No. I-80N-7 (29) 327, engineering inspection on both projects, the signalman to protect during blasting operations throughout both projects and the adjustment of the signal and communication lines at the Rye Valley Overcrossing structure on the Weatherby-Lime Section, Project No. I-80N-7 (30) 333.

Page 2 of the estimate includes the adjustment of the signal and communication lines from Nelson Point to Lime, the cost of which is to be borne 80% by the State and 20% by the Railroad in accordance with our agreement. In your letter dated December 1, 1969, you agreed to bear 58.69% of the total cost of this work. These costs are summarized at the bottom of Page 2.

You will also find attached Union Pacific Railroad Company Drawing No. D-3715 dated April 13, 1970, on which is shown the signal and communication line construction from Weatherby to Lime. There will be a similar drawing covering the Section from Bubbs Ranch to Weatherby and they will be included as part of the construction agreement, which is now being prepared by the Railroad.

We submit this information to you for your approval and request authorization to proceed with all work on the entire project from Nelson Point to Lime. It is understood that the preliminary engineering will be charged to Project No. I-80N-7 (5) 338, the construction engineering will be charged to which ever project is appropriate, the protective work, which will include the engineer inspector and signalman, will be charged to the protective cost set up for projects I-80N-7 (29) 327 and I-80N-7 (30) 333, and all of the remainder of the work will be charged to Project No. I-80N-7 (16) 327.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 - 1970
FOR FILING

I-80N-7(29)327
7395

4-21-70

April 22, 1970

Baker County Court
Courthouse
Baker, Oregon 97814

MISC. CONTRACTS and AGREEMENTS No. 3832

Attention: Dennis L. Fuller
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a letter-form supplemental agreement pertaining to construction of the Bubbs Ranch-Weatherby Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
APR 14 1970
FOR FILING

I-80N-7(27)327
7375

April 14, 1970

Oregon State Highway Commission

Gentlemen:

The Baker County Court has executed a letter-form supplemental agreement concerning construction of the Bubbs Ranch-Weatherby Section of the Old Oregon Trail (I-80N) through the Burnt River Canyon and the eventual disposition of a certain road known as Gales Public Road.

The original throughway agreement dated September 30, 1969, provided that upon completion of the project this road would be dedicated to the public as Baker County disclaimed any ownership. After some urging by the Highway Division and in hope of advancing this project to the construction stage, the County now agrees to accept all the State's right, title, interest, jurisdiction, maintenance and control following construction.

The agreement of September 30, 1969, is to remain in full force and effect and apply with like force and effect wherever applicable.

I recommend your approval and request authority for the Secretary to sign the supplemental agreement for and on your behalf.

This matter will be on the agenda for the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
D. H. Moehring
H. S. Cox
H. S. Coulter

MCH:lit fn

RECEIVED
APR 27 1970

I-80N-7(29) 327
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Railroad Work
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

Herewith you will find two (2) copies of the Union Pacific Railroad Company's letter dated April 15, 1970, and their estimate of cost of all work to be performed by Railroad forces for which they are to be reimbursed by the State on the above captioned projects.

Page 1 of the estimate includes preliminary and construction engineering performed on both projects, the Gales Public Road Grade Crossing construction on the Bubbs Ranch-Weatherby Section, Project No. I-80N-7 (29) 327, engineering inspection on both projects, the signalman to protect during blasting operations throughout both projects and the adjustment of the signal and communication lines at the Rye Valley Overcrossing structure on the Weatherby-Lime Section, Project No. I-80N-7 (30) 333.

Page 2 of the estimate includes the adjustment of the signal and communication lines from Nelson Point to Lime, the cost of which is to be borne 80% by the State and 20% by the Railroad in accordance with our agreement. In your letter dated December 1, 1969, you agreed to bear 88.69% of the total cost of this work. These costs are summarized at the bottom of Page 2.

You will also find attached Union Pacific Railroad Company Drawing No. D-3715 dated April 13, 1970, on which is shown the signal and communication line construction from Weatherby to Lime. There will be a similar drawing covering the Section from Bubbs Ranch to Weatherby and they will be included as part of the construction agreement, which is now being prepared by the Railroad.

We submit this information to you for your approval and request authorization to proceed with all work on the entire project from Nelson Point to Lime. It is understood that the preliminary engineering will be charged to Project No. I-80N-7 (5) 338, the construction engineering will be charged to which ever project is appropriate, the protective work, which will include the engineer inspectir and signalman, will be charged to the protective cost set up for projects I-80N-7 (29) 327 and I-80N-7 (30) 333, and all of the remainder of the work will be charged to Project No. I-80N-7 (16) 327.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 - 1970
FOR FILING

I-80N-7(29) 327

7395

.VISION

WAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 1, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: R. B. Hardin

Re: Order of Materials
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

Gentlemen:

This is to advise that you are hereby authorized to proceed with the order of materials required for the adjustment of your facilities on the above captioned project effective this date.

Authorization to proceed with the physical relocation of your facilities will be withheld until we receive and approve your estimate and sketch for this work.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson
F. B. Klaboe
L. H. Young
V. E. Skoog
H. S. Coulter
H. M. Fillmore

RECEIVED
APR 6 1970
FOR FILING
I-80N-7(22)327
7395

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE March 31, 1970

In reply refer to: 08-35-EC/724.8

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon State Clearinghouse Review

Upon reviewing the information furnished in Mr. Ellison's March 5 letter it is agreed that the following four projects are exempt from State clearinghouse review under Paragraph 2b of IM 50-1-70:

1. Oregon Project I-80N-7(22)284
   North Powder-South Baker Interchange Section
2. Oregon Project I-80N-7(14)327
   Bubbs Ranch-Weatherby Section
3. Oregon Project I-5-6(56)307
   Denver Avenue Interchange-Columbia Slough Section
4. Oregon Project I-80N-6(30)213
   Emigrant Hill Truck Scale Site

This agreement is with the understanding that the third project listed above does not include any of the proposed work actually within the Denver-Swift Interchange.

4-6-70

REFERRED TO
Young

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 31 1970

FOR FILING

I-80N-7(27) 327
7375

March 30, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of revised rights of way plans sheet No. 11 for the Bubbs Ranch-Weatherby Section, Federal-Aid Project No. I-80N-7 (14) 327.

This plan sheet has been revised to show the change in the access road right of Station 272 to Station 285 and the resultant changes in the right of way, railroad easements and access control line. Due to this change in the access road, a portion of parcel 3 of file 37096 acquired previously is no longer needed for right of way, and we now propose to trade this portion for the area required on file 42957.

We request that one copy of the revised plan sheet be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosure

JG:aw

RECEIVED
MAR 4 - 1970
FOR FILING

1859

I-80N-7(29)327
7375

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 27, 1970

The Hon. Judge Lloyd Rea
Baker County Judge
Court House
Baker, Oregon 97814

Re: Maintenance of Gales Public Road
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (29) 327

Gentlemen:

As you are aware we are in the process of negotiating an agreement with the Union Pacific Railroad Company for the construction of the above captioned section along with the Weatherby-Lime Section.

A condition of the agreement tentatively reached between the Railroad and the State has been the construction of an access road for the Railroad from Nelson Point to Lime. This access road will follow the existing highway, existing Railroad access roads, the Gales Public Road, a private road through the Dyer property around the Railroad's tunnel, and will also require the construction of some new road along the Railroad and seven bridges over Burnt River. The State and Railroad have reached agreement on all but one point with regard to the construction and maintenance of this access road. Any grading required to improve the existing road or to construct a new road will be performed by the State at our expense. The construction of the bridges over Burnt River will be performed by the Railroad at their expense. The maintenance of the entire road (including the road through the Dyer property), with the exception of the portion following Gales Public Road, will be performed by the Railroad at their expense. In exchange for the maintenance of the road through the Dyer property, the State has agreed to accept structural maintenance of the Rye Valley Overcrossing structure. This means that the only unresolved point regarding the access road is maintenance of Gales Public Road as shown on Sheets 12, 13 and 14 of the Construction Plans, which are enclosed herewith.

You will note on Sheet 12, Gales Public Road is called the "AR" Line and is to be reshaped as a part of the contract. You will also note on Sheet 2A that the "AR" Line is to be constructed to have a top width of 16 feet, surfaced with a 4-inch plant mix stone base, topped with a 2-inch stone wearing course. Gales Public Road from the South line of Section 19 to the Weatherby Interchange will be constructed as shown on Sheets 13 and 14 of the Construction Plans to a cross section as shown on Sheet 2A to have a top width of 20 feet, surfaced with a plant mix stone base 12 inches thick, topped with a stone wearing course 3 inches thick.

It appears that the maintenance of this portion of the Gales Public Road, as shown colored in orange on the attached plans, is the last remaining question in this complex negotiation. Inasmuch as the State will improve this road as previously stated, and that the road will be used by the public as well as the Railroad, we ask that the County accept maintenance of the portion of this road shown colored in orange on the attached plans. If you will accept this obligation it will make possible the consumation of an agreement with the Railroad which we have been negotiating for nearly six years. Your acceptance of this responsibility would be sincerely appreciated and would hasten the construction of this last remaining link of I-80N.

Mr. H. S. Cox will discuss this matter with you on March 3, 1970 when he plans to be in your area.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure
cc: R. E. Simpson
F. B. Klaboe
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
J. L. Sollis
H. S. Cox
H. W. Snell
H. M. Fillmore

RECEIVED
FEB 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 - 1970

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 5, 1970

[illegible]
739[illegible]

To: MEMO TO THE FILES

SUBJECT: UPRR-State Negotiations
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

On February 3, 1970, I met with Mr. T. J. Scanlon, Public Projects Engineer, of the Union Pacific Railroad Company and discussed the items covered in my letter to the Railroad dated January 30, 1970.

It appears that the Railroad and State are in agreement on all but the maintenance of the access road through the Dyer property and the maintenance of the Rye Valley Railroad Overcrossing. In my letter of January 30 I indicated to the Railroad that the State would accept the structural maintenance of the Rye Valley Overcrossing structure if the Railroad would accept the maintenance of the access road through the Dyer property. Mr. Scanlon wanted to take this up with his superiors before giving any reply.

It appears that the Railroad will give us a Permit of Entry for the construction of the Weatherby-Lime Section so that bids may be opened for this project on March 19, 1970. Should the matter of the Rye Valley Overcrossing and the Dyer access road not be resolved, the overcrossing structure can be pulled from this project and let separately. It is generally agreed that we will improve the road through theDyer property so that may be left as a portion of the grading contract. We should negotiate with Dyer on the basis that he will not be responsible for the maintenance of this road. Maintenance will be performed by either the Railroad, the State, or the County pending the outcome of our negotiations.

Mr. Scanlon gave me prints showing the seven (7) proposed bridges over Burnt River, and I have passed these on to Mr. Merchant for an estimate of cost of driving the 56 piles required in the construction of these seven (7) bridges. Upon receipt of his estimate of cost we may then decide if we can accept this obligation the Railroad has requested. If we decide to drive the piles, it should all be done as a part of the Bubbs Ranch-Weatherby contract.

The Permit of Entry I requested will apply only to the Weatherby-Lime Section so this can be contracted on March 19, 1970. Upon receipt of a Construction Agreement covering the entire Bubbs Ranch-Lime Section, we may contract the Bubbs Ranch-Weatherby Section. It may be possible to open bids for this project on June 4, 1970.

TWL:ss

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLA

cc:	
R. E. Simpson	I. D. Merchant
F. B. Klaboe	D. H. Moehring
L. H. Young	J. L. Sollis
D. J. Barbee	H. S. Cox
H. S. Coulter	H. M. Fillmore
H. W. Snell	

Order No. 70-112

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-519

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to con-)
struct a highway grade crossing over the)
tracks and right-of-way of the Oregon-) ORDER
Washington Railroad & Navigation Company,)
Union Pacific Railroad Company, Lessee,)
near the community of Weatherby, Oregon,)
in Baker County)

On October 27, 1969, an application was filed in the above entitled proceeding. Notice of the application was duly served and answers to the application were timely filed.

Thereafter, applicants requested withdrawal of their application.

No reasons exist for further consideration of this case. The application should be dismissed and the proceeding closed upon the docket. It is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, be and the same hereby is dismissed and the proceeding closed upon the docket.

Made, entered and effective JANUARY 30 1970.

Sam R. Haley
Public Utility Commissioner

RECEIVED
JAN 26 1970
FOR FILING
Coult [illegible]
[illegible]
Mal Ore Jr

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 23, 1970

Bubbs Ranch –
Weatherby

Mr. Sam Haley
Public Utility Commissioner
200 Public Service Building
Salem, OR 97310

Attention: James R. Ritchie
Utility Engineer

Dear Mr. Haley:

Re: PUX 759, SXF 519
Request Withdrawal of Application

Due to the fact that we are completely redesigning this proposed grade crossing in a new location some distance away, we request that the application under the above file be withdrawn.

A new application at a different location will be filed shortly.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:krk
cc: R. L. Porter
H. S. Coulter
F. D. Morgan
T. W. Litchfield
Union Pacific Railroad
Baker County
Idaho Power Company
Pacific Northwest Bell Telephone Company

NOTED
R L PORTER

REC
JAN ~~26~~ 23
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 2[illegible] 1970

FOR FILING

I-80N-7(24)327

7395

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 29, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabor

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch - Weatherby and Weatherby - Lime Sections
Oregon Trail Highway
Union Pacific Railroad Access

Mr. Litchfield's October 28, 1969 letter requested Federal-aid participation in a portion of the cost of constructing an access road in lieu of locked gate accesses on this portion of I-80N. Your request is approved subject to the following conditions:

1. The State-railroad agreement should cover the responsibilities of each party in construction and use of the service road.

2. The agreement should provide for conveyance to the State of sufficient interest in the railroad property to adequately accommodate construction, operation and maintenance of the Interstate highway. This would, of course, include relinquishment of all access rights to the Interstate facility.

3. The service road construction must result in a facility which is available to all utilities for maintenance of their facilities in the canyon area and which provides access for agricultural, ranching and timber interests now existing in the area. It is our understanding that those sections of the road not immediately adjacent to the track would generally be available for use by others and that the proposed plan provides for a facility that is adequate to serve the above mentioned interests.

4. Approval is, of course, contingent upon acceptance by all other parties affected by the joint-use plan.

The extent of Federal participation in the balance of the items included in Mr. Litchfield's letter was set forth in our December 1, 1969 memorandum.

2-2-70

REFERRED TO
Morgan-Young
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

PUX 763

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a highway grade crossing over the tracks and right of way of the Union Pacific Railroad Company near the community of Weatherby, Oregon, in Baker County, in the north half of the northeast quarter of Section 30, Township 12 South, Range 44 East, Willamette Meridian.	APPLICATION NO.________________

Comes now the Applicant, State Highway Commission, and files its application in the above-titled matter. Applicant herein respectfully represents:

I

That the name and address of the Applicant is the State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience to the traveling public, Applicant proposes to reconstruct a portion of the Old Oregon Trail Highway and must, as a result thereof, reconstruct a portion of Gales Public Road to make proper connection to the Weatherby Interchange on the reconstructed Old Oregon Trail Highway. The reconstructed portion of Gales Public Road will cross the mainline tracks of the Union Pacific Railroad Company as shown on Oregon State Highway Division Drawing No. 9B-3-27, titled "PUC Map and Profiles, Grade Crossing of OWR&N Co., Bubbs Ranch - Weatherby, Old Oregon Trail Highway, Baker County, dated October, 1969, revised January, 1970. Said drawing as referenced hereto is made a part hereof. This grade crossing which is to be constructed will allow the closure of an existing private grade crossing located approximately 100 feet northerly of the proposed crossing. The railroad will be reimbursed for all expenses made necessary by this construction in accordance with PPM 30-3 and all supplements thereto.

IV

That the construction of an overpass or underpass across the railroad tracks is not economically justified.

V

That the average daily traffic at this crossing is estimated to be 20 vehicles in 1970 and projected to be 30 vehicles in 1990. That at the site of the proposed crossing there is an average of 20 train movements per day at a maximum speed of 35 miles per hour.

VI

That at the point of the proposed grade crossing the highway will be composed of two 10-foot gravel surfaced traffic lanes with no shoulders. The centerline of Gales Public Road and the railroad's main line intersect at "G2" Line Station 7+50.32 = RR Station 5978+71.4. The alignment of both railroad and the county road at the point of intersection is tangent and intersects at an angle of 68° 02' in the northwest quadrant. Gales Public Road will approach the railroad from the north on a descending grade of 1.00 percent, cross the railroad and descend to the southeast on that same grade for a distance of 150 feet, and then ascend to the south on a grade of 1.70 percent.

VII

That the agencies affected by the alteration of this grade crossing are the Union Pacific Railroad Company, the Idaho Power Company, Pacific Northwest Bell Telephone Company, and Baker County.

VIII

This is a Federal-aid project and will be financed by funds from the Federal Government and the State Highway Division. The Union Pacific Railroad Company will not be asked to contribute any cost in this project.

IX

That the sight distances approaching the proposed crossing are as follows:

From a point on the proposed County Road 500 feet northerly from the proposed crossing (Point A)

Northerly	1,300 feet
Southerly	1,070 feet

From a point 50 feet westerly of the proposed crossing (Point B)

Northerly	1,320 feet
Southerly	1,090 feet

From a point on the proposed County Road 500 feet southerly of the proposed crossing (Point D)

Northerly	1,380 feet
Southerly	1,200 feet

From a point 50 feet easterly of the proposed crossing (Point C)

Northerly	1,330 feet
Southerly	920 feet

X

That the Applicant proposes for the purpose of protecting traffic across said crossing there be installed two PUC Standard No. 1R Crossbucks equipped with STOP signs. There shall also be installed at appropriate locations on either side of the crossing along the county road standard advance warning signs, Type W-1000. The cost of installation of the crossbucks, stop signs, and advance warning signs will be borne by the State. The maintenance of the crossbuck and STOP signs should be borne by the Railroad, and the maintenance of the advance warning signs should be borne by the County.

XI

That said proposed alteration is in the north half of the northeast quarter of Section 30, Township 12 South, Range 44 East, Willamette Meridian, Baker County, Oregon.

XII

That the Applicant proposes the construction and maintenance of the project and the cost thereof to be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans, specifications, and award contract for the construction of Gales Public Road.

(b) Except as hereinbelow stated under THINGS TO BE DONE BY RAILROAD AT ITS OWN COST AND EXPENSE reimburse the Railroad for the necessary expenditures in connection therewith in accordance with the terms of PPM 30-3 issued by the Bureau of Public Roads under date of October 15, 1966, and all supplements and amendments thereto.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 1R crossbucks equipped with STOP signs which shall be placed at appropriate locations along the road on each side of the railroad tracks.

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such signal and communication line adjustments as may be required by the project in accordance with the agreement between the Railroad and the State.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by Gales Public Road. Install continuous rail throughout the crossing, and install a plank crossing in the tracks for a width, when measured along the centerline of track, of 26 feet.

(e) Close the private grade crossing located approximately 100 feet northerly of the proposed crossing.

(f) Provide such watchmen and flagmen as necessary to protect the traffic on the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, plank crossing, crossbucks, and other railroad facilities after construction of the crossing.

THINGS TO BE DONE BY BAKER COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain the road surface upon completion of construction.

(b) Maintain advance warning signs on either side of the crossing.

WHEREFORE, Applicant prays for an order authorizing the construction of the new grade crossing and the allocation of costs thereof in accordance with the provisions of this application and for such other order or orders that may be proper in the premises.

Dated at Salem, Oregon, this 26th day of January, 1970.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

I, R. L. PORTER, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

R. L. Porter
R. L. PORTER

STATE OF OREGON)
) ss
COUNTY OF MARION)

Subscribed and sworn to before me this ______ day of __________________, 1970.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

TRANSACTION NUMBERS 1-12 AND 1-13

Klohn

ORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-7-70
BY (Signature): MR. YOUNG'S DECEMBER 22, 1969 LETTER
TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____
STAGE 2 ITEM NOS. 596 THRU 597

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
596	I-80N-7(29)327	7.14	10,200,000	9,409,000	BUBBS RANCH-WEATHERBY SECTION	GRADE-DRAIN-HIGH TYPE PAVEMENT - STRUCTURES - FRONTAGE ROAD AND REST AREA
597	I-80N-7(30)333	5.76	7,300,000	6,734,000	WEATHERBY-LIME SECTION	GRADE-DRAIN-HIGH TYPE PAVEMENT AND STRUCTURES.

NOTED
F. B. KL[illegible]

1-7-70

REMARKS (Division)

RECEIVED
JAN 9 - 1970
FOR FILE

I-80N-7(29)327
4985

1-9-70
Young

RECEIVED
JAN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 1-7-70
SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
DEC 29 1969

[illegible]
-3395

December 22, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two Interstate Projects Items 596 and 597, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our intention to receive bids for the Projects on January 29, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PE

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N 2.6 mi. SE Durkee SE 7.14 mi. 21 65	ADT	PRESENT 2,250	FUTURE 3,850 (66) (70)	YEAR 89 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., High-Type Pave., 3 Brs. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-21	ROUTE NO. I	FEDERAL - AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT CO FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N 2.6 Mi. SE Durkee SE 7.14 Mi. (Bubbs Ranch-Weatherby Section)			
5					ROW					
5					CONST (CODE)			7.14	10,200,000	9,409,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	7.14	10,200,000	9,409,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

4 mi.	**ADT**	PRESENT 2,250	FUTURE 3,850	YEAR 89	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 596

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 80-7	SEQ. NO. (29)	I. Projects Only POST MI. 327	DESIG. N

COUNTY NAME: Baker — CODE: 001

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

PROGRAM STAGE: ☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Gr., dr., 4 - 12' lanes H.T. pave. with 10'R & 6'L shldrs., 76'to 16' median, 2 o'xing strs.(1 twin) & 1 br. on county rd. (length 378'), frontage rd. 20' & rest area. RR prot. service incl. signal and communication line protection. ROW - 240' min.; Access Control - Full; Parking Restrictions-Complete
on)						
	7.14	10,200,000	9,409,000	791,000		
CT LS	7.14	10,200,000	9,409,000	791,000		

REMARKS
Additional Data: Items 105, 106, 358, 373, 376 and 523.
Projects I-80N-7(4), (5), (14), (16), (15) and (23).
Hearings cleared and design approval given with BPR Memorandum of May 7, 1969.

USCOMM DUSCOMM-DC 48905-P61

Remarks - Continued

The project consists of grading and draining, four-12 foot lanes of high-type pavement with 10'R and 6 76' to 16' median. Construction of three structures as tabulated below under "Additional Information Construction of a rest area complete with parking, illumination, and sanitary facilities (rest area la will be done under separate project). Included in this project is the necessary R.R. protective servi protection of R. R. signal and communication lines.

Note: Adjustment of utilities is programmed under I-80N-7(16)327, to which we will add the adjustment signal and communication lines including preparatory work.

Removal of Nelson Point R.R. Shoofly and restoration of R.R. tracks to original alignment is programme I-80N-7(23)328.

Unusual Situations:

Railroad access the entire length of the project will be provided in lieu of locked gates by constructi road of minimum design along the R.R. tracks or by utilizing Public Roads where possible. Bridges ove required on the access road will be constructed by the Railroad Company.

ADDITIONAL INFORMATION FOR PR 37:

Roadway

Type Code 6203; Bituminous concrete with bituminous admixture in base.

Structures

Mile Point	Description	Type Cod
0.0	Northerly end of project	
1.45	Hwy. over hwy., Twin prestressed beams, 42' H.C. ea., Br. No. 8528, Length 177' & Br. No. 8528A, Length 161'.	X 281
6.53	Hwy. over hwy., Prestressed beams, Br. No. 9332, Length 165', H.C. 88'.	X 281
6.53	Hwy. over waterway, Prestressed slab, Br. No. 9333, Length 44', H.C. 26' (Gales Public Road)	X 080

grading and draining, four-12 foot lanes of high-type pavement with 10'R and 6'L shoulders, truction of three structures as tabulated below under "Additional Information for PR 37". rea complete with parking, illumination, and sanitary facilities (rest area landscaping te project). Included in this project is the necessary R.R. protective service and l and communication lines.

lities is programmed under I-80N-7(16)327, to which we will add the adjustment of railroad lines including preparatory work.

R.R. Shoofly and restoration of R.R. tracks to original alignment is programmed under

e length of the project will be provided in lieu of locked gates by constructing an access ong the R.R. tracks or by utilizing Public Roads where possible. Bridges over Burnt River oad will be constructed by the Railroad Company.

OR PR 37:

ous concrete with bituminous admixture in base.

Description	Type Code	Est. Cost
end of project		
hwy., Twin prestressed beams, 42' H.C. ea., Br. No. 8528, ' & Br. No. 8528A, Length 161'.	X 281	$282,000
nwy., Prestressed beams, Br. No. 9332, Length 165', H.C. 88'.	X 281	$288,000
waterway, Prestressed slab, Br. No. 9333, Length 44', H.C. 26' lic Road)	X 080	$ 28,000

RECEIVED
DEC 16 1969

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

[illegible]
7325

December 3, 1969

cc's sent 12-8-69

F. B. Klaboe
L.H. Young
T.C. Roake (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
L. W. Rulien (2)
H. S. Coulter(4)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Frank L. Hall

Dear Sir:

We are replying to your letter of October 31, which referred to the plans for the following projects:

1. Linwood Avenue at King Road (Milwaukie)
   FAS 133, Clackamas County

2. Bubbs Ranch-Weatherby Section
   Old Oregon Trail Highway
   Baker County

3. Weatherby-Lime Section
   Old Oregon Trail Highway
   Baker County

The plans are satisfactory to us and are approved. We note that boulder placement, as requested, has been included in rechanneled sections. Siltation should be controlled as much as possible during construction.

We appreciate being able to offer recommendations on this construction.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
DEC 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

RECEIVED
DEC 3 [illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 1, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-80N-7 [illegible] 327
7395

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch-Weatherby and Weatherby-Lime Section
Old Oregon Trail Highway
UPRR Signal and Communication Lines and Reconstructing
Rye Valley Overcrossing Structure - Mr. Klaboe's
November 21 letter

Federal participation in part of the costs of the above items is approved. The Federal share will be based on the following:

1. Relocation and adjustment of railroad signal and communication lines - 58.69 percent of the total cost.
2. Rye Valley Overcrossing structure including related costs of protecting railroad and signal lines - total costs less $46,800.
3. Signalman required because of highway construction - all of the State's share of the total cost.

12-2-69
REFERRED TO Morgan - ~~Parker~~ - Young - Cof.
BY ASST. STATE HWY. ENGR.

RECEIVED
DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 24 1969
FOR FILING

I-80N-7(29)327
7325

November 21, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Adjustment of Signal and Communication Lines, Rye Valley Overcrossing, Bubbs Ranch-Weatherby and Weatherby-Lime Sections, Old Oregon Trail Highway Baker County, Project No. I-80N-7(16)327
Your Reference: 08-35-DA

On page 2 of your letter dated November 10, you outlined the limits of Federal participation allowed for the relocation of the signal and communication lines owned by the Union Pacific Railroad Company throughout these projects. On November 18 and 19, Messrs. Cooper, Porter, Litchfield and I met with you and Messrs. Green and Nichols which resulted in the following agreement on sharing the cost of construction of the joint signal and communication lines from Nelson Point to Lime.

We agreed that Federal participation would be limited to the equivalent of constructing a new communication line with poles tall enough to accommodate the signal line for a distance of 7.05 miles of the 10.55 miles between Nelson Point and Lime. We also agreed that this participating cost would not be limited to a dollar value, but would be a percentage of the total construction cost of the joint signal and communication line throughout the entire 10.55 miles. You will find attached three (3) copies of a sheet showing the computation of this percentage. We agreed that 7.05/10.55 or 66.82 percent of the line was participating. The total estimated cost of the construction of a new communication line for the entire 10.55 miles is $101,015. The participating share, 66.82 percent, on the basis of this estimate is equal to $67,498. The total estimated cost of the joint signal and communication line for 10.55 miles is $115,015. Therefore, it is agreed that Federal participation will be allowed in 67,498/115,015 or 58.69 percent of the total actual cost of constructing 10.55 miles of joint signal and communication line. I have been advised that the Railroad has agreed to share the cost of constructing this line on an 80 percent-20 percent basis as set forth in our letter dated October 28, 1969. The cost will be shared as follows:

Total Estimated Cost	$115,015
UPRR Share - 20 percent	23,003
State Share - 80 percent	92,012
BPR Share - 58.69 percent	67,502
State Share (no Federal-aid)	24,510

It is understood that your participation will be 58.69 percent of the total actual cost of the construction of 10.55 miles of the joint signal and communication line which is to be constructed by the Union Pacific Railroad Company along the southerly side of their tracks from Nelson Point to Lime. It is also understood that you will participate in the total actual cost of a signalman who is to be employed by the Railroad during the times of blasting by the State's contractor. Any additional costs with respect to the adjustment and protection of the signal and communication lines throughout these two projects will be negotiated separately at which time the extent of Federal-aid will be determined. We solicit your approval of the above procedure.

With regard to the Rye Valley Railroad Overcrossing, from page 2, several alternate procedures can be used to resolve this problem: Reconstruct this overcrossing, construct a new grade crossing, or condemn the interest in this private crossing and pay whatever damages this court may award.

The existing wooden structure over the railroad is inadequate for any load greater than 10 tons. Therefore, all the ranchers, public agencies' equipment, and anyone else having occasion to cross the tracks with a heavy load, presently use a private grade crossing opposite Highway Station 488+50. The construction of the freeway requires the closure of this access point and economic design precludes the construction of a connecting road from Highway Station 488+50 to the Dixie Interchange at Highway Station 530+50. We have proposed in the past to leave the existing wooden structure in place and replace the grade crossing now existing opposite Highway Station 488+50 with a new grade crossing opposite Highway Station 538. This plan has been shown as the "R" Line on Sheet 10 of the preliminary plans which have been distributed up to this time. The cost of constructing the "R" Line is estimated to be $18,498. This would cross the railroad at grade and would generate an additional $17,000 for the installation of flashing light signals, the adjustment of signal and communication lines and the installation of a plank crossing. Inasmuch as this would connect to the "B" Line at Station 15+51.94, that portion of the "B" Line between Stations 8+37.82 and 15+51.94 must accommodate two-way traffic which is contrary to good design practice. The additional cost of make this section of the "B" Line a two-way facility is estimated to be $2,509. These costs may be summarized as follows:

Cost of "R" Line	$18,498
Cost of second lane on "B" Line	2,509
Subtotal	$21,007
Plus 10% Engineering & Contingencies	2,101
Total Cost of State Work	$23,108
Total Cost of Railroad Work	17,000
Total Cost of constructing "R" Line	$40,108

The Railroad has indicated it will oppose the construction of this new grade crossing. The "R" Line grade crossing will have to be a public crossing and would ultimately result in a PUC hearing. The State would be forced to defend this design which creates rather than eliminates a grade crossing. In several recent PUC hearings, the State has opposed the construction of railroad tracks across highways on the basis that it creates an additional hazard. The position we would have to defend with respect to the "R" Line is inconsistent with our recent past appearances before the PUC and is inconsistent with respect to your current national policy to eliminate grade crossing hazards. It is quite likely that the Public Utility Commissioner, in light of the evidence presented, may require the existing structure replaced in lieu of establishing this new grade crossing. Therefore, the proper engineering solution to this problem is to construct an adequate overcrossing structure suitable for all traffic in lieu of the existing obsolete structure.

The estimated cost of the new structure is $75,702. Of this, the Railroad has agreed to contribute $40,800 and the County $6,000, leaving the State's share to be $28,902. In addition to this cost, there is the cost of adjusting the Railroad's signal lines, which is estimated to be $19,045. Therefore, the total State share of the cost will be $28,902 plus $19,045 or $47,947. Inasmuch as Federal-aid has been approved for the construction of the grade crossing, which is estimated to cost $40,108 and, considering the added safety of eliminating an existing private grade crossing (which is used as a public crossing), we feel the additional $7,839 required for the construction of the overcrossing is justified. We request your participation in all of the State's share of the cost of the structure plus the necessary cost for adjusting the Railroad pole lines.

Another method of proceeding, which has been recommended by our Legal Division, is to condemn the interest in the private crossing opposite Highway Station 488+50, leave the overcrossing untouched and do not construct the "R" Line. While this may be a legal solution, it did not appear to be the most practical or the best solution to this problem. This would lead to extended proceedings in courts and the ultimate payment of damages which could exceed by many times the cost of constructing either the "R" Line or a new overcrossing structure. Therefore, this procedure has been discarded.

We solicit your early reply in this regard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
V. E. Skoog
T. W. Litchfield - Enc.
V. L. Gallagher
H. S. Coulter

TWL:ss:fw srb

UPRR SIGNAL AND COMMUNICATION LINE CONSTRUCTION

BUBBS RANCH - LIME SECTION

SIGNAL LINE CONSTRUCTION (10.55 MILES)	$ 96,215
TRANSFER SIGNAL LINES (NON-PARTICIPATING)	− 14,000
COST OF CONSTRUCTING SIGNAL POLE LINE	82,215
TRANSFER COMMUNICATION LINES	19,265
REMOVE OLD COMMUNICATION POLES	6525
SALVAGE FROM COMMUNICATION LINE	− 6990
COST OF CONSTRUCTING COMMUNICATION LINE (10.55 MI)	$ 101,015

7.05 MILES OF 10.55 MILES IN CONFLICT

$\frac{7.05}{10.55} = 66.82\%$

101,015
× 66.82%

ESTIMATED BPR PARTICIPATING COST $ 67,498

TOTAL ESTIMATED COST OF JOINT SIG + COMM LINE (10.55 MI) $ 115,015

BPR WILL PARTICIPATE IN $\frac{67,498}{115,015}$ OR 58.69%

OF TOTAL ACTUAL COST OF 10.55 MILES OF SIGNAL AND COMMUNICATION LINE CONSTRUCTION

STATE AND UPRR AGREE TO SHARE THIS COST ON 80%-20% BASIS

TOTAL ESTIMATED COST	$ 115,015
UPRR SHARE 20%	23,003
STATE SHARE 80%	92,012
BPR SHARE 58.69%	67,502
STATE SHARE (NO FED AID)	$ 24,510

11-19-69
L

NOV 26 1969
FOR [illegible]

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

I-80N-7(
7395

NOVEMBER 21, 1969

File Ref. D 315 - 2 - 129

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Routing
Decker
Boehme
Pease E
Swan
Glenn
/ Litchfield
Gallagher
Stein

RECEIVED
NOV 25 1969
CONSTRUCTION
DIVISION

Dear Sir:

Bubbs Ranch to Weatherby and
Weatherby to Lime Sections,
Old Oregon Trail Highway
Project I-80N-7(16)327

Please refer to my letter of July 8 with which I furnished you two estimates, the first consisting of 3 pages covering temporary rearrangement of signal and communications lines and the second consisting of 1 page covering building a joint signal-communications pole line.

Per 'phone request of Mr. T. W. Litchfield in your office requesting a breakdown of permanent signal work shown on the 1-page estimate covering construction of joint signal-communications line, please be advised that the rebuilding of signal pole line for both signal and communications facilities in the amount of $44,000 comprises the following items:

1 - Install poles and anchors -----	$30,000
2 - Transfer crossarms and wires from existing poles to new poles ----	$14,000

Yours very truly,

COPIES TO:
R E SIMPSON
R L PORTER
G E ROHDE
V E SKOOG
V L GALLAGHER
H S COULTER

RECEIVED
NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1969

I-80N-7(29)327
7395

Salem, Oregon 97310
November 17, 1969

Interstate 80N

Mr. Forrest Cooper
State Highway Engineer
OFFICE

The Bubbs Ranch-Weatherby Section and the Weatherby-Lime Section were scheduled for the December 18 letting. We can't make them for this letting due to dealings with the Union Pacific Railroad.

1. Maintenance of Rye Valley structure is in dispute.

2. Determination of construction of railroad off-track maintenance road in lieu of locked gate accesses is in Washington, D. C. for a decision.

3. Relocation of signal and communication lines has not been resolved.

We would like to pull up and let the La Grande Bypass instead. It is number 79 on the priority list developed for the Governor during cutback talks.

The cost is estimated at $13.5 million, and we have $16.1 million of federal funds available. In other words, we would carry over into next year about $2.6 million if we are authorized to go with the Bypass section.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: November 10, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch - Weatherby and Weaterby - Lime Sections
Oregon Trail Highway
Union Pacific Railroad Facilities

Mr. Litchfield's October 28, 1968 letter and attachments covered four main points, i.e.

1. Access from the highway to the railroad.
2. Disposal of waste material.
3. Resolution of Rye Valley Railroad Overcrossing.
4. Adjustment of the signal and communication lines.

The proposal to construct an off-track maintenance road has sufficient merit to warrant serious consideration. However, a development of this kind may set a national precedence and for this reason we are studying not only the proposal as it concerns these projects but also the effect it may have nationwide. We are expediting this study and will submit our answer as soon as possible.

There is no objection to wasting excess material on railroad property providing there is no added expense, except that which could be offset by a highway benefit.

The Rye Valley overcrossing structure has been the subject of many confences between our organizations. A new structure in itself is not eligible for Federal participation; however, the construction costs of an approved at-grade crossing may be applied toward the new structure. A firm detailed estimate of the cost of the at-grade crossing is needed before proceeding further with this matter.

The costs of adjusting the communication and signal lines necessitated by highway construction is eligible for Federal participation. According to the data submitted it appears that several segments (totaling 7.05 miles) of the communication line has to be adjusted or moved. The

(more) 11-12-69 orig to Litchfield
copy to Porter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

segments appear to be reasonable so we concur in the extent of these adjustments. However, both of the railroad's proposals include costs which would not be eligible for Federal participation. Under existing statutes the Federal participation must be restricted to:

1. Constructing a temporary communication line as shown on the plans and labeled "const. temp. comm. line", "const. comm. line in new location" or "reconst. existing comm. line". As an alternate these same segments of line could be permantly constructed on the present location of the signal lines.

2. The actual costs of restoring the communication line to the original location. This would not include new poles unless the original poles were damaged by the highway contractor.

3. Actual costs of removing the temporary communication line. (Less salvage)

4. The costs related directly to a maintenance signalman needed when the contractor's operations could damage the signal lines.

The following items are examples of items which would not be eligible for Federal participation:

1. Burying the signal line in several areas between railroad MP 373.0 (station 1429+50) and railroad MP 376.3 (station 241). The lines can be left on the poles under the same conditions the railroad proposed in sheet 2 of their July 8, 1969 letter to Mr. Morgan.

3. Removal of the poles now existing except those damaged by highway construction.

4. Relocation or adjusting the signal lines.

5. Any railroad utility adjustment required due to the construction of the Rye Valley Road overcrossing structure. The Federal-aid participation in all the costs generated by constructing this structure will be limited as previously explained.

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NOV 17 1969

[illegible]
[illegible] 307
7395

"F. B. Klaboe"

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 14, 1969

To: Mr. L. H. Young
Program and Planning Engineer

SUBJECT: Right of Way Status
FAI Project
December 18, 1969, Bid Opening

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way, rights of access, or rights of entry are acquired:

Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
Grade, Pave, Str., Sign and Rest Area

Relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been (or will be) fully implemented. All persons and occupants of the right of way within this project have been (or will be) relocated to decent, safe and sanitary housing or have been (or will be) offered decent, safe and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

G. E. ROHDE
Chief Counsel

NOTED
F. B. KLABOE

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
NOV 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:GZ

cc F. B. Klaboe	Duane Ridings
V. E. Skoog	Frank Lowe
G. E. Rohde	M. R. Mitchell
T. W. Litchfield	
W. H. Haskin	

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DEC 24 1969

FOR FILE
I-80N-7(27)327
7395

NOTED
F. B. KLADDE

Blup H-18
12-12

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: November 10, 1969

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

3131

SUBJECT: Oregon Project I-80N-7(16)327
Bubbs Ranch - Weatherby and Weaterby - Lime Sections
Oregon Trail Highway
Union Pacific Railroad Facilities

Mr. Litchfield's October 28, 1968 letter and attachments covered four main points, i.e.

1. Access from the highway to the railroad.
2. ~~Disposal of waste material.~~ #7352
3. Resolution of Rye Valley Railroad Overcrossing. PUC
4. Adjustment of the signal and communication lines.

The proposal to construct an off-track maintenance road has sufficient merit to warrant serious consideration. However, a development of this kind may set a national precedence and for this reason we are studying not only the proposal as it concerns these projects but also the effect it may have nationwide. We are expediting this study and will submit our answer as soon as possible.

There is no objection to wasting excess material on railroad property providing there is no added expense, except that which could be offset by a highway benefit.

The Rye Valley overcrossing structure has been the subject of many confences between our organizations. A new structure in itself is not eligible for Federal participation; however, the construction costs of an approved at-grade crossing may be applied toward the new structure. A firm detailed estimate of the cost of the at-grade crossing is needed before proceeding further with this matter.

Est.
$30,000

Str
Est. 41000
R/R 41000
30,000
Co. 11,000

The costs of adjusting the communication and signal lines necessitated by highway construction is eligible for Federal participation. According to the data submitted it appears that several segments (totaling 7.05 miles) of the communication line has to be adjusted or moved. The

41000
30000
11,000
(10871)
State
High $30,000

(more) 11-12-69

orig to Litchfield
copy to Porter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

segments appear to be reasonable so we concur in the extent of these adjustments. However, both of the railroad's proposals include costs which would not be eligible for Federal participation. Under existing statutes the Federal participation must be restricted to:

$54,060

1. Constructing a temporary communication line as shown on the plans and labeled "const. temp. comm. line", "const. comm. line in new location" or "reconst. existing comm. line". As an alternate these same segments of line could be permantly constructed on the present location of the signal lines.

27,665

2. The actual costs of restoring the communication line to the original location. This would not include new poles unless the original poles were damaged by the highway contractor.

-4865

3. Actual costs of removing the temporary communication line. (Less salvage)

$76,860

$1650/MONTH

4. The costs related directly to a maintenance signalman needed when the contractor's operations could damage the signal lines.

The following items are examples of items which would not be eligible for Federal participation:

1. Burying the signal line in several areas between railroad MP 373.0 (station 1429+50) and railroad MP 376.3 (station 241). The lines can be left on the poles under the same conditions the railroad proposed in sheet 2 of their July 8, 1969 letter to Mr. Morgan. $44,160

3. Removal of the poles now existing except those damaged by highway construction.

4. Relocation or adjusting the signal lines.

5. Any railroad utility adjustment required due to the construction of the Rye Valley Road overcrossing structure. The Federal-aid participation in all the costs generated by constructing this structure will be limited as previously explained. $19,045

ESTIMATED COST OF CONSTRUCTION OF JOINT SIGNAL + COMMUNICATION LINES = $115,015

BPR SHARE = $76,860 OR 66.83% OF $115,015

PROPOSED UPRR - STATE AGREEMENT STATE 80% OF 115,015 = $92,012
UPRR 20% OF 115,015 = 23,003

NON PARTICIPATING COST 92,012 - 76,860 = $15,152

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(16)327
7375

November 6, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revised Exhibit Map
PUC Application
Gales Public Road Grade Crossing
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
PUX 759
YOUR FILE: D 315-2-129
Project No. I-80N-7 (16) 327

NOTED
F. B. KLABOE

Gentlemen:

With our letter of October 23, 1969 we submitted to you four (4) prints of the exhibit map which were attached to our application to the Public Utility Commissioner for the above captioned grade crossing.

We have found it necessary to revise the approach grade on the southeasterly side of the crossing from a -3.107% to a -2.02%. You will find attached four (4) prints of our Drawing No. 9B-3-27 on which this change is shown.

Our revised application to the PUC will be submitted in the near future. Please replace the drawing submitted with our October 23 letter with the attached drawings.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
D. J. Barbee
L. H. Young
H. S. Cox
J. L. Sollis
H. S. Coulter
H. M. Fillmore

Enclosures

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NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV . 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-[illegible] 327
[illegible]

November 5, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Access Road Information
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315-2-129
Project No. I-80N-7 (16) 327

NOTED
F. B. KLABOE

Gentlemen:

Herewith you will find four (4) sets of plan sheets consisting of Sheet 12 of the Bubbs Ranch-Weatherby Section and Sheets 3 through 13 of the Weatherby-Lime Section, on which are shown the plan and profiles of the proposed bridges over the Burnt River which are to be built as part of the railroad access road on these projects. You will also find attached four (4) copies of the field notes and profiles to assist in your review of the bridge sites.

This information was gathered by State forces as we agreed in our meeting with your Messrs. McDonald and Scanlon on October 17, 1969.

In most cases we have determined the elevations of the benchmarks and have reduced the notes to reflect proper elevations and these are shown on the profiles on the plan sheets. However, there was no benchmark we could find at the bridge opposite Highway Station 445 and we used the top of the concrete abutment at the southwest corner and assumed the elevation of that point to be 100 feet. We assume you will be able to determine from your records the elevation of this point.

We investigated three possible alternates at the railroad bridge opposite Highway Station 230 but are submitting to you only information for what is indicated as "Plan C" since we understand this to be your preference.

If additional information is required I suggest that you have your Mr. Mathews in La Grande contact our Mr. Fillmore in our Division Office in La Grande.

From this information you should be able to determine the lengths of structures required and we may then bring this matter to a close.

As you are aware, we will be opening bids for this project on December 18, 1969, so your prompt review of this material is in order.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] SIGNED BY
[illegible]

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: R. E. Simpson
F. B. Klaboe
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
J. L. Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

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NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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OREGON STATE
HIGHWAY DEPARTMENT

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October 28, 1969

I-80N-7(29)327
7325

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Photogrammetric Cross Sections
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315-2-129
Project No. I-80N-7 (16) 327

Gentlemen:

To facilitate the computation of earthwork quantities on the above captioned projects, the State plans to use photogrammetric cross sectioning. These will be aerial photographs which will require the establishment of a number of premarks for horizontal and vertical ground control.

We request the right to place some of these control points on your right of way throughout the Burnt River Canyon. The markings will consist of a white cross approximately five (5) feet in maximum dimension laid flat on the ground. In the middle of the cross a steel pin will be driven flush with the ground and a one-inch cap set thereon. We understand these marks will not be set on the tracks, side slopes or off-track maintenance road or in any position that would be considered hazardous to your operations. We will coordinate our work with your La Grande Office and will solicit their advice prior to our occupying your property. These marks will be in place for the duration of construction, which is estimated to be at least two (2) years. The State will repair any damage done to your property that may result from the setting of these ground control points.

Please advise if this is acceptable to you as soon as possible since our ground control survey has already begun. Your cooperation in this regard will be sincerely appreciated.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe
L. H. Young
F. P. Jeter
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
NOV 1 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

I-80N-7(27)327
7375

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: UPRR-State Negotiations
Bubbs Ranch-Weatherby and Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327

Dear Sir:

As you know, the State has been negotiating with the Union Pacific Railroad Company for a period of five (5) years or more in an effort to reach agreement to allow construction of the above captioned section of Interstate 80-N. As the discussions wore on, it finally developed that there were four (4) major questions to resolve:

1. Access from the highway to the Railroad.
2. The disposition of waste material.
3. The disposition of the Rye Valley Railroad Overcrossing.
4. The adjustment of the signal and communication lines.

C. B. KLABU

With regard to the access from the highway to the Railroad, it developed in 1968 that the Railroad selected, and you later approved, the location of nine (9) locked gates which were detailed in your letter dated September 27, 1968. The Railroad originally accepted the concept that access was to be allowed at certain selected points. However, in 1969 the Railroad had second thoughts about the use of locked gates since they were accessible from only the eastbound lanes. Therefore, in their more recent discussions with us they have insisted upon continuous access, not necessarily adjacent to their tracks, from Nelson Point to Lime. Now after several meetings, field trips, and informal conversations, the Railroad has tentatively agreed to the construction of an access road from Nelson Point to Lime on the following bases:

1. State will do all grading required, extend all highway culverts to accommodate the road and extend any new Railroad culverts that may be required by the highway work.

2. The Railroad will construct all bridges over Burnt River, bear the protective costs required by the construction of the road, and extend their existing culverts.

With regard to the construction of the bridges, the matter of driving piles for the bridges has not yet been decided. A field survey is now underway to determine the location and length of the various bridges so an accurate determination of the number of piling needed may be made. An estimate for the State's portion of the above mentioned work has been prepared (totals $90,206.10) and is attached hereto. In addition, should the State agree to drive pilings supplied by the Railroad for the bridges, this would cost approximately $200 per pile. Inasmuch as the construction of this access road will eliminate the need of nine (9) locked gates throughout this project, and the fact that the Railroad has agreed to bear what appears to us to be a fair share of the cost of its construction, we feel the construction of the access road as a portion of the State's project is justified, and we solicit your participation in the State's portion of its cost.

With regard to the disposition of waste material, it was originally thought that there would be an excess of approximately 300,000 cubic yards of material on these two projects. However, recent design changes have eliminated all but about 40,000 cubic yards of excess. However, the Railroad has indicated that certain areas of their right of way will be made available to us for the purpose of disposing waste material, if necessary.

With regard to the Rye Valley Overcrossing, the Railroad has tentatively agreed to contributing $40,800 toward the cost of the structure and accepting the maintenance of the structure after construction. Baker County has agreed, tentatively, to contribute $6,000 toward the cost of the structure. The balance of the cost will be borne by the State, and we solicit your participation in our share of this cost in accordance with previous discussions with your people.

With regard to the relocation of the signal and communication lines, we have asked the Railroad to give us a comparative estimate of cost to relocate their lines temporarily and restore them to their initial position vs. an estimate to relocate their lines permanently on the westerly side of the Railroad on a single set of poles. You will find attached three copies of letters from the Union Pacific Railroad Company dated July 8 and July 18, 1969, which contain estimates for doing the work in the two methods described. The cost of the temporary relocation is estimated to be $140,065, while the single permanent joint pole line construction is estimated to cost $115,015. You will find attached three (3) prints of portions of the construction plans on which is shown the proposed temporary communication line. You will note that a significant portion of this construction is proposed to lie outside Railroad right of way and would require acquisition of temporary easements by the State. We do not have an estimate of cost for this right of way. If the permanent joint line were constructed, it would be in the same position as the existing Railroad signal line on the westerly side of the tracks. The Railroad indicates that if the joint line were constructed they would be willing to risk damage to this line in lieu of a temporary relocation. It would be necessary, however, to employ a signalman at an approximate cost of $1650 per month, including equipment and overtime, during the times of blasting so that he would be available to repair any damage to the wires that may occur.

We examined the two methods proposed and noted that there was a total of 10.55 miles of line involved. Of this a total of 7.05 miles was proposed for temporary or permanent relocation as shown on the drawings. Therefore, as indicated in my Memo to the File dated October 3, 1969, we can justify $\frac{7.05}{10.55}$ or 66.82% of the total cost of the joint pole line construction. The Railroad indicated in our discussions that since the new pole line would be constructed with 40 poles per mile, while the existing line contains 35 poles per mile, the Railroad would be willing to bear the cost of the five (5) additional poles per mile, or 1/8 (12 1/2%) of the total cost. As indicated in my October 3 memo, I have offered the Railroad a compromise settlement with the State bearing 80% and the Railroad 20% of the total cost of constructing the joint pole line. They have tentatively accepted this offer, and I now solicit your approval and authorization to proceed on this basis.

I now refer to the October 3 memorandum to which I have earlier made reference, and wish to point out changes which have developed since its writing. The Railroad did not agree to extend our 96-inch structure plate pipe at EB Station 218+40 to accommodate the access road. However, they want the pipe end left in such a form that they could extend it beneath the Railroad structure should they wish to retire that structure. It was the cost for that future extension they agreed to bear, not the cost for extending beneath the access road. The access road as shown on the plans does not conform entirely to the summary listed on pages 2 and 3 of that memo, since we made a complete investigation of existing Railroad access roads and connected those which exist. In the penultimate paragraph on Page 4 of the memo, the estimated cost of the signal line revision is indicated to be $140,065. This is the cost of the temporary relocation proposed by the Railroad. The permanent joint pole line, proposed to be constructed along the westerly side of the tracks, will cost an estimated $115,015, and will be shared (tentatively) on an 80-20 basis. The State will bear $92,012, the Railroad $23,003.

The cost to the State for the construction and reconstruction of Railroad facilities throughout the two above captioned projects may be summarized as follows:

Access Road Construction	$90,206
Rye Valley Overcrossing	$41,300
Reconstruction of Joint Signal & Communication Line	$92,012
Total Cost to State	$223,518

I should like to point out that the Railroad and State are closer to being in agreement than we have ever been in over five years of negotiation. In light of the fact that this section of highway is the worst portion of Interstate 80 in the United States, and that

Mr. R. E. Simpson
October 28, 1969
Page 4

we intend to open bids for the project on December 18, 1969, we solicit your approval of this tentative agreement with the Union Pacific Railroad Company so that construction may begin as soon after the opening of bids as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosures

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 759

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to construct a highway grade crossing over the)
tracks and right of way of the Oregon-Washington Railroad & Navigation Company,)
Union Pacific Railroad Company, Lessee,)
near the community of Weatherby, Oregon,)
in Baker County, in the South Half of the)
Northeast Quarter (S½NE¼) of Section 30,)
Township 12 South, Range 44 East,)
Willamette Meridian.)

APPLICATION

NO.________________

Comes now the Applicant, State Highway Commission, and files its application in the above-titled matter. Applicant herein respectfully represents:

I

That the name and address of the Applicant is the State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and 763.030.

III

That for the proper service and convenience to the traveling public, Applicant proposes to reconstruct a portion of the Old Oregon Trail Highway and must, as a result thereof, reconstruct a portion of Gales Public Road to make proper connection to the Weatherby Interchange on the reconstructed Old Oregon Trail Highway. The reconstructed portion of Gales Public Road will cross the mainline tracks of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Drawing No. 9B-3-27, titled PUC Map and Profiles, Grade Crossing of OWR&N Co., Bubbs Ranch - Weatherby, Old Oregon Trail Highway, Baker County, dated October, 1969. Said drawing as referenced hereto is made a part hereof. This grade crossing which is to be constructed will allow the closure of an existing private grade crossing located approximately 1,500 feet northwesterly of the proposed crossing. The Railroad will be reimbursed for all expenses made necessary by this construction in accordance with PPM 30-3 and all supplements thereto.

IV

That the construction of an overpass or underpass across the railroad tracks is not economically justified.

V

That the average daily traffic at this crossing is estimated to be 100 upon completion and is projected to be 310 vehicles in 1985. That at the site of the proposed crossing there is an average of 20 train movements per day at a maximum speed of 35 miles per hour.

VI

That at the point of the proposed grade crossing the highway will be composed of two 10-foot gravel surfaced traffic lanes with no shoulders. The centerline of Gales Public Road and the Railroad's main line intersect at "G" Line Station 23+23.68 = Railroad Station 5995+06. The alignment of both Railroad and the County road at the point of intersection are tangent and intersect at an angle of 88°15' in the east quadrant. Gales Public Road will approach the Railroad from the northwest on a descending grade of 0.14 percent, cross the Railroad on that same grade, and descend to the southeast on a grade of 3.107 percent.

VII

That the agencies affected by the alteration of this grade crossing are the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Idaho Power Company, Pacific Northwest Bell Telephone Company, and Baker County.

VIII

This is a Federal-aid project and will be financed by funds from the Federal Government and the State Highway Division. The Union Pacific Railroad Company will not be asked to contribute any cost in this project.

IX

That the sight distances approaching the proposed crossing are as follows:

From a point on the proposed County Road 500 feet northwesterly from the proposed crossing (Point A)

Northerly	2,900 feet
Southerly	540 feet

From a point 50 feet westerly of the crossing (Point B)

Northerly	550 feet
Southerly	1,500 feet

From a point on the proposed County Road 500 feet southeasterly of the crossing (Point D)

Northerly	560 feet
Southerly	1,230 feet

From a point 50 feet easterly of the crossing (Point C)

Northerly	490 feet
Southerly	1,500 feet

X

That the Applicant proposes for the purpose of protecting traffic across said crossing there be installed two PUC Standard No. 1R Crossbucks equipped with STOP signs and an auxiliary sign stating "3 Tracks". There shall also be installed at appropriate locations on either side of the crossing along the County road standard advance warning signs, Type W-1000. The cost of installation of the crossbucks and advance warning signs will be borne by the State. The maintenance of the crossbucks, STOP signs, and auxiliary signs should be borne by the Railroad and the maintenance of the advance warning signs should be borne by the County.

XI

That said proposed alteration is in the South Half of the Northeast Quarter (S½NE¼) of Section 30, Township 12 South, Range 44 East, Willamette Meridian, Baker County, Oregon.

XII

That the Applicant proposes the construction and maintenance of the project and the cost thereof to be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans, specifications, and award contract for the construction of Gales Public Road.

(b) Except as hereinbelow stated under THINGS TO BE DONE BY RAILROAD AT ITS OWN COST AND EXPENSE reimburse the Railroad for the necessary expenditures in connection therewith in accordance with the terms of PPM 30-3 issued by the Bureau of Public Roads under date of October 15, 1966, and all supplements and amendments thereto.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT:

(a) Furnish and install two Commissioner's Standard No. 1R crossbucks equipped with STOP signs and auxiliary signs stating "3 Tracks" which shall be located at appropriate locations along the road on each side of the railroad tracks.

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such signal and communication line adjustments as may be required by the project in accordance with the agreement between the Railroad and the State.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by Gales Public Road. Install continuous rail throughout the crossing, and install a plank crossing in each set of tracks for a width, when measured along the centerline of track, of 24 feet.

(e) Close the private grade crossing located approximately 1,500 fee northwesterly of the proposed crossing.

(f) Provide such watchmen and flagmen as necessary to protect the traffic on the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, fences, plank crossings, crossbucks, and other railroad facilities after construction of the crossing.

THINGS TO BE DONE BY BAKER COUNTY AT ITS OWN COST AND EXPENSE:

(a) Maintain advance warning signs on either side of the crossing.

WHEREFORE, Applicant prays for an order authorizing the construction of the new grade crossing and the allocation of costs thereof in accordance with the provisions of this application and for such other order or orders that may be proper in the premises.

Dated at Salem, Oregon, this 27th day of October, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, R. L. PORTER, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

R. L. Porter
R. L. PORTER

Subscribed and sworn to before me this ______ day of _________________, 1969.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(29)327

7395

October 23, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Gales Public Road Grade Crossing
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315-2-129
Project No. I-80N-7 (16) 327

Gentlemen:

As a portion of the construction of the above captioned project it will be necessary to reconstruct the existing private grade crossing near the Weatherby Interchange and establish a public crossing at that point. This construction is shown on Sheet 14 of the preliminary plans previously transmitted to you. We are in the process of applying to the Public Utility Commissioner to establish this crossing and we are making the application on the following bases:

1. The opening of this crossing will permit the closure of the existing private grade crossing located approximately 1500 feet northwesterly of the proposed crossing.

2. The average daily traffic at this crossing is projected to reach 310 vehicles in 1985 and there are an average of 20 train movements per day at a maximum speed of 35 miles per hour.

3. The name of this road will be Gales Public Road and will be composed of two 10-foot graveled surfaced traffic lanes with no shoulders. It will intersect the Railroad's main line at G Line Station 23+23.68 = Railroad Station 5995+06 at an angle of 88° 15' in the east quadrant. The road will approach the railroad from the northwest on a descending grade of 0.14 per cent and cross the railroad on that same grade and descend to the southeast on a grade of 3.107 per cent.

4. Four prints of our Drawing No. 9B-3-27 are attached hereto and will be used as an exhibit map on our application to the PUC.

5. The proposed protection at this crossing will be PUC Standard No. 1R crossbucks equipped with Stop signs and auxiliary signs stating "3 tracks". There will also be installed the standard advanced warning signs at appropriate locations on the County Road on each side of the crossing.

6. The location of this crossing is in the S 1/2 of the NE 1/4, Section 30, Township 12S, Range 44E, W.M.

7. The allocation of costs for this crossing are proposed as follows:

THINGS TO BE DONE BY STATE

(a) Prepare plans, specifications and award contract for the construction of Gales Public Road.

(b) Except as hereinbelow stated under "THINGS TO BE DONE BY RAILROAD AT ITS OWN COST AND EXPENSE" reimburse the Railroad for the necessary expenditures in connection therewith in accordance with the terms of PPM 30-3 issued by the Bureau of Public Roads under date of October 15, 1966 and all supplements and amendments thereto.

(c) Install such advance warning signs as are required at this location.

THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY APPLICANT

(a) Furnish and install two Commissioner's Standard No. 1R crossbucks equipped with STOP signs and auxiliary signs stating "3 tracks" which shall be located at appropriate locations along the road on each side of the railroad tracks.

(b) Rearrange the railroad right of way fences to conform to the new construction.

(c) Make such signal and communication line adjustments as may be required by the project in accordance with the agreement between the Railroad and the State.

(d) Provide and install preservative treated ties and ballast on and along the portion of the track to be covered by Gales Public Road. Install continuous rail throughout the crossing, and install a plank crossing in each set of tracks for a width, when measured along the centerline of track, of 24 feet.

(e) Close the private grade crossing located approximately 1500 feet northwesterly of the proposed crossing.

(f) Provide such watchmen and flagmen as necessary to protect the traffic on the railroad during the period of construction of the crossing.

THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE

(a) Maintain the Railroad tracks, ties, ballast, fences, plank crossings, crossbucks and other railroad facilities after construction of the crossing.

THINGS TO BE DONE BY BAKER COUNTY AT ITS OWN COST AND EXPENSE

(a) Maintain the road surface upon completion of construction.

(b) Maintain advance warning signs on either side of the crossing.

An application to the PUC along these lines is now being filed and you will receive a copy through the normal channels in the near future.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: F. B. Klaboe
D. J. Barbee
L. H. Young
H. S. Cox
J. L. Sollis
H. S. Coulter
H. M. Fillmore

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STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1969

To: MEMO TO THE FILES

SUBJECT: UPRR-State Negotiations
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

On September 23, 24 and 25, 1969, meetings were held in the field with representatives of the State and the Union Pacific Railroad Company at which time we examined all problems confronting us on these two projects.

Representing the UPRR were:

G. W. McDonald, Division Engineer
V. W. Wise, General Roadmaster
J. W. Hanson, Roadmaster
L. T. Webb, Signal Supervisor
W. W. Watson, Asst. Signal Supervisor
T. J. Scanlon, Public Projects Engineer
K. W. Workman, Engineer Inspector

Representing the Oregon State Highway Division were:

F. B. Klaboe, Assistant State Highway Engineer
H. S. Coulter, Division Engineer
L. V. Blickenstaff, Resident Engineer
H. M. Fillmore, Field Utilities Liaison Engineer
T. W. Litchfield, Utilities Liaison Engineer

Representing the Bureau of Public Roads was:

R. A. Nichols, Area Engineer

Significant points were brought out at this meeting in which it was made clear that the State expected the Railroad to participate financially in the construction of the Railroad's access road and the Railroad insisted that there be continuous access, not necessarily adjacent to their tracks, from Nelson Point to Lime. The typical section will be as shown on the attached sketch except that through cut areas there will be no ditch and the back slope will parallel the existing cut slope.

NOTED
F. B. KLABOE

With regard to the locked gate accesses, which have been discussed at length previously, the Railroad was willing to forego all of these access points in exchange for a continuous access road with the understanding that the State would perform the grading for the access road at State expense. The Railroad tentatively agreed to bear the following costs required by the construction of the access road: (1) construct the bridges over Burnt River; (2) bear the protective costs; (3) extend their existing culverts; (4) extend our 96-inchstructural plate pipe at EB Station 218+40, which drains toward the Railroad.

The construction of the access road is being investagated as follows:

Station	to Station	Remarks
1429	105	Build road on North side of tracks from waste material and clean out rock points at Stations 1455 and 1465.
105	116	Build road along North side of channel change adjacent to highway fill.
116	178	Build road along North side of tracks from waste material and use old highway where possible.
178	230	Use old highway.
230	231	Cross tracks and river to South side. Railroad will build track crossing and bridge over river and connect to Gales Public Road.
231	271	Use Gales Public Road.
271	334	Use existing access roads and connect to Weatherby Interchange.
334	335	Railroad to build bridge across river and to connect to old highway.
335	365	Build road on North side of tracks not necessarily adjacent to tracks.
365	410	Obtain permission for UPRR to use existing private road through Dyer property, R/W File 37110, and connect to Jordan Creek Interchange.
373	384	A large waste area is available but to be used only if necessary. Access to the Railroad as presently exists is adequate.
384	385	Leave existing highway bridge in place for use by Railroad.
385	411	Build access road on North side of tracks on Railroad property but across the top of Railroad cuts and connect to Jordan Creek Interchange. This road is also to be used by Idaho Power Company in lieu of a locked gate near Station 373.
411	507	Build road on North side of tracks, Railroad to build bridges over River near Stations 412, 445 and 456.

Station to	Station	Remarks
507	521	Use old highway for access road. Leave existing highway bridge near Station 520 for use by Railroad.
521	539	Railroad to construct crossing over tracks, State to construct access road from Rye Valley Road both to the West and to the East. This will connect to Dixie Interchange.
539	540	Railroad to build a bridge over the river and crossing over the tracks.
540	620	Access road to be build on North side of Railroad with waste material. Railroad to build bridge near Station 605.

Mr. Fillmore has just completed a survey of all the existing off-track maintenance roads throughout this area. This information has been given to Mr. Fred Eriksen of the Design Division who will proceed to connect up their existing road with our proposal. Some of these existing portions will diminish the amount of road proposed in the above summary. The access road will be investigated on the basis that it will be minimum construction and that waste material will be used if available, but costs will be estimated on the basis of the construction of a minimum type, all weather road.

The Railroad has also proposed that the State bear the expense of driving four (4) piles at each bridge site. Our Bridge Division's estimate for this work is $200 per pile, or $5600 for the 28 piles needed. This point is still negotiable, however.

With regard to the Rye Valley Overcrossing, the Railroad has agreed to contribute $40,800 toward the cost of the structure. (See my letter to UPRR dated May 28, 1969.) They also will probably accept maintenance of the structure, since the County is adamant in their position to not accept maintenance. The County has tentatively agreed to contribute $6,000 toward the cost of the structure. I now feel that we may proceed with preparation of the PUC application and design of the structure on the following basis: Loading-HS 20-44;Roadway width-26 feet (see my letters to UPRR dated April 1, May 28 and June 17, 1969), and length-170 feet; Angle of intersection of road and track centerlines-approximately 71° to provide better alignment with existing Rye Valley Road; Cost to be shared:-Baker County-$6000, UPRR-$40,800, State-Balance (approximately $41,300) with Federal-aid (probably not Interstate participation); maintenance to be responsibility of UPRR.

With regard to the adjustment of signal and communication lines, we have tentatively agreed on a compromise settlement. In my letter to the Railroad dated August 8, 1969, I indicated that if the State were to require the construction of six miles of temporary line, and the total length of line to be constructed were 10.55 miles, the State would bear $\frac{6}{10.55}$ or 56.87% of the total cost of the joint signal and communication line. It can be justified, however, that the State's construction will require the relocation of 7.05 miles of Railroad signal and communication lines. On this basis the State would be responsible for $\frac{7.05}{10.55}$ or 66.82% of the total cost of the relocation. The Railroad indicated that they would bear the cost of 12 1/2% of the total relocation since the new construction would require 40 poles per mile while the existing construction requires 35 poles per mile. The Railroad would bear the cost of the additional poles, or 1/8 of the total cost. As a compromise offer I suggested the Railroad and State agree upon sharing the cost on an 80%-20% basis. The estimate submitted with the Railroad's letters dated July 8 and July 18, 1969 indicated the total cost would be approximately $140,065. Therefore the cost would be split State $112,052 (80%), UPRR $28,013 (20%).

Mr. Eriksen has been requested to prepare a plan, profile and estimate of cost for the construction of the access road. Upon its completion we will be able to determine if it is economically feasible to pursue the plan as outlined. It now appears the Railroad is willing to deal, and we should press this matter to a conclusion. I feel,therefore, that this should be given the highest priority so that we may give the Railroad a positive answer at an early date regarding our willingness to construct the access road and to participate as indicated in other railroad costs.

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
D. J. Barbee
D. H. Moehring
I. D. Merchant
Jack Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

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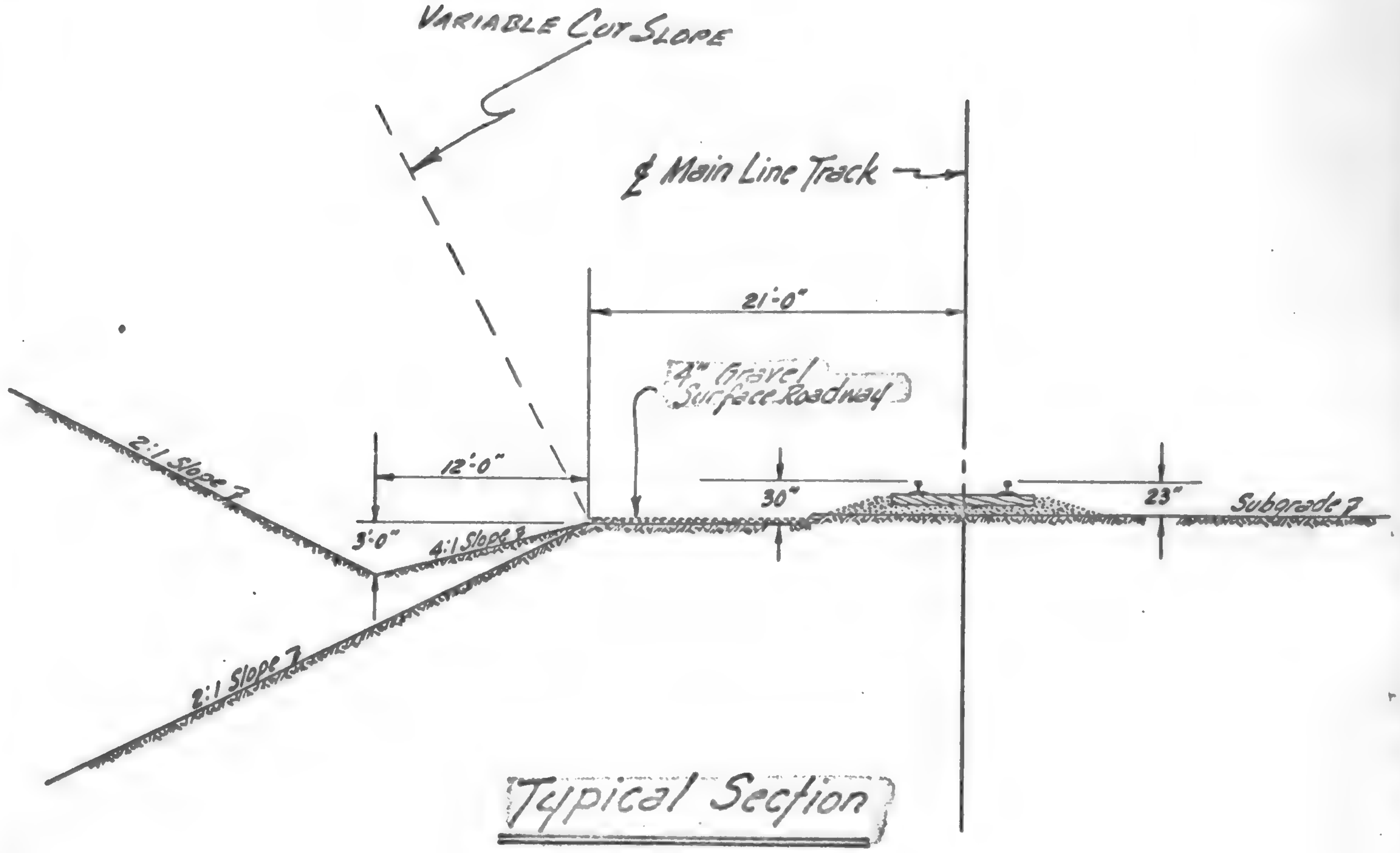

Typical Section

OREGON-WASH. RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD COMPANY (LESSEE)

MP 372.5 - MP 384.0 Main Line
Nelson to Lime, Oregon

Typical Section of Proposed Off-Track Equipment Roadway in Connection with Construction Of Interstate Highway 80N.

Office of Div. Engr. Scale: 1" = 10'
Albina, Oregon Sept. 12, 1969

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I-80N-7(29)327
7395

4j

9-30-69

October 2, 1969

Baker County Court
Courthouse
Baker, Oregon 97814

MISC. CONTRACTS and
AGREEMENTS No. 3832

Attention: Dennis L. Fuller
County Clerk

Gentlemen:

Attached for your records is a throughway agreement concerning construction of the Bubbs Ranch-Weatherby Section of the Old Oregon Trail.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fkm
Attachment

cc H. S. Cox
(conformed agreement attached)

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September 17, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the September 30 meeting will be a throughway agreement with Baker County concerning construction of the Bubbe Ranch-Weatherby Section of the Old Oregon Trail (I-80N).

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving and structures. The Nelson and Weatherby Interchanges will be constructed as a part of this section. Baker County has agreed to the closure of certain roads and to the terms required for the relocation of utility facilities. Portions of Gales Public Road are to be constructed on new alignment and, upon completion of the project, this road is to be dedicated to the public with the State having no obligation for maintenance thereof.

This section of I-80N has been tentatively scheduled for contract at the January 29, 1970, bid opening, and has been estimated to cost $7,100,000.

I recommend your approval of the proposed agreement and request authority for the Secretary to sign the documents for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

V. E. Skoog

MCH:ljt sr

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
H. S. Cox
F. D. Morgan
E. S. Hunter
D. H. Moehring
H. S. Coulter

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-80N-7(27)327

7395

DATE: August 22, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-80N-7(14)327
Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway
Locked Gate Access

The adjustment in the previously approved locked gate access point, moving it from adjacent to Station 239 to the vicinity of Station 232 on the same side of the highway, is approved as requested in Mr. Litchfield's August 4, 1969 letter. The construction plans when submitted for PS&E approval should show this access in the revised location.

NOTED
F. B. KLABOE

8-27-69

By Asst. State Hwy. Engr.

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STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OREGON STATE
HIGHWAY DEPARTMENT

I-80N-7(27).327

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7325

August 8, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: UPRR - State Negotiations
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (16) 327
YOUR FILE: D 315-2-129

B. KLABOE

Gentlemen:

On August 4, 1969, Mr. Fred Eriksen, Designer and the undersigned met with your Messrs. McDonald, Welk and Scanlon and discussed the communication and signal line adjustment, the disposition of waste material, locked gate accesses and the allocation of costs of the Rye Valley Overcrossing which have been the subjects of considerable correspondence between us in the past.

With your letters dated July 8 and July 18, 1969, you submitted estimates for signal and communication line adjustments as we had previously requested. The estimates submitted with those letters indicated proposed temporary adjustments of signal and communication lines through nine (9) different segments of these two above named projects. We concur in the need for the relocation as proposed in all locations except that between your M. P.'s 381.2 and 383.55. It appears to us that the relocation proposed here is excessive and beyond the requirements of the project, since the lines through a great portion of this area should not be endangered from blasting. It is possible that some of this proposed relocation of 2.35 miles is intended to accommodate the disposition of waste material which could be placed between the existing highway and railroad. We advised your people that we cannot consider moving any pole line at State expense purely to accommodate the placing of excess material. All arrangements for the placing of excess material must be made by the State's contractor with the owner of the property on whose land the material is to be placed. If the adjustment of any pole line is required, it will be up to the contractor to make his own arrangement with the Railroad.

With regard to the proposal contained in your July 8 letter of reconstructing both the signal and communication lines from Nelson Point to Lime on a single set of poles along the southerly side of your track, we indicated to your representatives that we could not justify paving for the entire length of their reconstruction since there are about four miles of the 10.55 miles of reconstruction proposed that would not be required by State construction. Therefore, we propose that the State and Railroad share the total cost of reconstruction as follows:

$$\frac{\text{Length of Temporary Relocation Required by State's Construction}}{\text{Total Length of Joint Signal and Communication Line Constructed}} = \text{State's Share}$$

The remainder would be the UPRR share.

If the State requires the construction of six miles of temporary line, then the State would pay $\frac{6}{10.55}$ or 56.87% of the total cost of construction of the joint signal and communication line. On the basis of your July 8 estimate this would be 56.87% of $115,015, or $65,409. The UPRR share would be the difference, $49,606. In addition, the State would be willing to pay for the protective personnel required to protect the lines while blasting was being performed by our contractor. We would not bear the expense of a signal maintainer during the course of construction activities which were not involved in blasting, such as excavation of common materials not endangering railroad facilities, the placing of surfacing and paving materials, guard rail, and other miscellaneous construction activities not endangering the wire lines.

With regard to the disposition of waste material and the placing of same on railroad property, we are enclosing herewith four (4) prints of our encroachment maps and cross sections showing how these waste areas could be developed. We have not included in our study the development of any waste areas on the southerly side of your tracks, since we feel the protective services you would require at any haul road crossing would be of such a cost that the utilization of such areas would be uneconomical. Before we can consider placing waste materials in any of the areas on Railroad property, we must know your requirements of occupancy. These requirements will be passed on to the contractor, and it will be up to him to make his arrangements with you to satisfy those requirements. The State will not guanantee that any or all of these waste areas will be utilized, but we will show them on the plans as areas available for the contractor's use and will advise the contractor of hisobligations if he uses them. Please review the enclosed material and advise how you wish this matter handled.

With regard to the locked gate accesses, we reviewed briefly the plans submitted to you with our letter of April 8, 1969. The location and number of accesses has been discussed and documented in previous correspondence. Your Mr. McDonald indicated to us that he would accelerate his review of these accesses and respond to our April 8 letter in the near future.

With regard to the Rye Valley Overcrossing at the Dixie Interchange, in your letter of July 15, 1969 you requested us to review our Bridge Drawing No. 23604 and arrange for adjustment of the pier on the northerly side of the track so that it will not block the future railroad ditch line. This will be done, but first we must agree upon a sharing of the cost of this structure . You also request confirmation of your presumption that Baker County will assume the responsibility for future maintenance. This matter has been presented to the County but they have not made a decision at this time.

Upon completion of your review of this material, I suggest that a field conference be arranged some time in the early part of September so that we may resolve any questions which you may develop in your current review. To assist in your study, I am enclosing one print each of Parts 3, 4, 5, 6 and 7 of the Uncontrolled Mosaic of the Oxman-Benson Creek Section, as requested by your Mr. McDonald.

Bids will be opened for these projects on January 29, 1970, and it is essential that we reach agreement for their construction before the end of this year.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

Enclosure

cc: R. E. Simpson
F. B. Klaboe
H. S. Cox
L. H. Young
D. J. Barbee
I. D. Merchant
D. H. Moehring
Jack L. Sollis
H. S. Coulter
H. M. Fillmore
H. W. Snell

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HIGHWAY DEPARTMENT

I-80N-7 (29) 327
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August 4, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Locked Gate Accesses
Bubbs Ranch-Weatherby Section
Baker County
Project No. I-80N-7 (14) 327

Dear Sir:

Please refer to your letter dated June 27, 1969 which approved a locked gate access on the northeasterly side of the highway in the vicinity of Station 239 for the joint use of El Paso Natural Gas Company, Chevron Pipe Line Company, Pacific Northwest Bell Telephone Company and Idaho Power Company. Further field investigation indicates that a more desirable location for this gate would be on the northeasterly side of the highway in the vicinity of Station 232. This would allow access directly on the gas company's easements. All physical conditions are the same as previously requested, gate at Station 239.

Your concurrence in this change of location is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher (2)

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STATE HIGHWAY ENGINEER

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BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	I-80N-7(16)327
SECTION:	BUBBS RANCH-WEATHERBY & WEATHERBY-LIME
WORK:	POWER LINE RELOCATION
COUNTY:	BAKER

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

I-80N-7(27)327

FROM: 7395
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZED
----	JULY 9, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ☒ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

WE APPROVE THE AGREEMENT WITH IDAHO POWER COMPANY CONSISTING OF YOUR FEBRUARY 10TH AND 21ST AND MARCH 31, 1969 UTILITIES AND RAILROAD ATTORNEY'S LETTERS, THE IDAHO POWER COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 1, 1969 LETTER.

REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $62,876.00 IS APPROVED.

RECEIPT OF MR. C. E. PAYTON'S MAY 23, 1968 AND MR. H. M. FILLMORE'S FEBRUARY 10, 1969 AFFIDAVITS OF THE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

OUR PROGRAM MEMORANDUM DATED MARCH 2, 1965 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE ABOVE MENTIONED UTILITY EFFECTIVE TODAY. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED NOVEMBER 29, 1968.

OFFICE USE
Young
7-18

RECEIVED
JUL 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 14, 1969	For R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
JUL 1969
FOR FILING

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(27)327
7395

July 1, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

NOTED
F.B. KLABOE

RE: Power Line Relocation
Idaho Power Company
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County, Oregon
Utility Project No. I-80N-7(16)327

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of Idaho Power Company's (IPC) estimate of cost for doing the work dated June 17, 1969.

(2) Two copies of appropriate sketch maps prepared by Idaho Power Company showing the relocation work to be done.

(3) Two copies each of certifications submitted by Mr. C. E. Payton and Mr. H. M. Fillmore as to Idaho Power Company's rights in the land occupied by their facilities.

Appropriate permits covering Idaho Power Company's relocated facilities will be submitted for your approval at a later date.

The adjustment involves several segments of a transmission line, with distribution underbuilt, which total to slightly less than three miles in length. The matter was discussed with Idaho Power Company and the indicated that they expected to maintain the line for an indefinite period. We therefore feel that the expired service life credit, as provided for in Idaho Power Company's estimate, is due the State under the provisions of paragraph 9b(1)(b) of PPM 30-4.

This completes the agreement between the State and Idaho Power Company. Our Staff Attorney's letters, dated February 10, 1969, February 21, 1969 and March 31, 1969, describing the conflicts and establishing the obligation of the State to reimburse the Company for the adjustment are enclosed.

Your approval of the agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 and PPM 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:fw
Enclosures
bc: F. B. Klaboe
V. L. Gallagher

RECEIVED
JUL 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

1969

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 27, 1969

In reply refer to: 08-35-EC

Klabor

I-80N-7(29)327

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7575

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(14)327
Bubbs Ranch - Weatherby Section, Old Oregon Trail Highway
Locked Gate Access

As requested in Mr. Litchfield's May 21, 1969 letter we concur in the location of one additional locked gate access on the northeasterly side of the highway in the vicinity of Station 239 for the joint use of the following utilitites:

El Paso Natural Gas Company
Chevron Pipe Line Company
Pacific Northwest Bell Telephone Company
Idaho Power Company

Construction plans when submitted for PS&E approval should reflect this action.

7-2-69

REFERRED TO
Young - Barber - Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

RE[illegible] MA[illegible] 1969

FOR FILING

I-80N-7(27)327

7375

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 7, 1969

In reply refer to: 08-35-EC/400.1

Copy to Hearing file

KLABOE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7( )327
Bubbs Ranch-Weatherby Section and
I-80N-7( )333
Weatherby-Lime Section
Old Oregon Trail Highway, Baker County
Public Hearings

I concur that additional hearings are not required on the subject projects, due to the stage to which the development has advanced.

The approval of interchanges and the preliminary plans are considered to constitute design approval; therefore, further action is not required at this time.

5-13-69

Young
By Asst. State Hwy. Engr.

RECEIVED
MAY 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 25 1969
FOR FILING

Cc
Thaddeus Bruno, Member
Portland

April 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Bubbs Ranch-Weatherby Section
Project No. I-80N-7( )327 and
Weatherby-Lime Section Project
No. I-80N-7( ) 333 Old Oregon
Trail Highway, Baker County

Dear Sir:

We hereby request your concurrence that additional hearings are not required and we also request your design approval of the subject projects which are scheduled for our November 6, 1969 contract bid opening according to the Oregon State Highway Department Schedule of Contract Lettings, issue April 15, 1969. The requests are based on the following information:

1. A public hearing on the Hill Creek-Benson Creek Section of which the two projects are a part of has been held and a letter accompanied with copies of all correspondence on this matter along with a transcript of the hearing was forwarded to you on November 22, 1961.

2. Right-of-way acquisition, accomplished under Project No's. I-80N-7(14)327 and I-80N-7(17)333, is 100% complete.

3. Interchange layouts are approved according to the following tabulation:
   (A) Nelson Intch. by G. R. Brooks February 25, 1964.
   (B) Weatherby Intch. by D. M. Emrich April 20, 1961.
   (C) Jordan Cr. Intch. by G. R. Brooks May 9, 1967.
   (D) Dixie Intch. by G. R. Brooks April 26, 1968.

4. Road plans for the subject projects were submitted for your review July 7, 1967 and July 5, 1966 respectively.

5. Utility adjustment work has progressed under Project No. I-80N-7(16)327.

In view of these facts and that all actions took place while PPM-20-8(1) was in effect, and its requirements were complied with, we are of the opinion that additional hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

JG:aw

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

Page 1 of 4 Pages

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section BUBBS RANCH - WEATHERBY UNIT NELSON - BENSON CREEK Highway OLD OREGON TRAIL (FAR 1) County BAKER Prefix 1-1483

Res. Engr. ______ Approx. Length 7.5± Miles. Sta. 1329± thru eq. to Sta. 325± Date 2-19-69

MEAN
Truck A.D.T. 758 Traffic Coefficient 10.3 18 kip s.a. per day 549.7.

Annual Precipitation 10"± Frost Penetration 30"±.

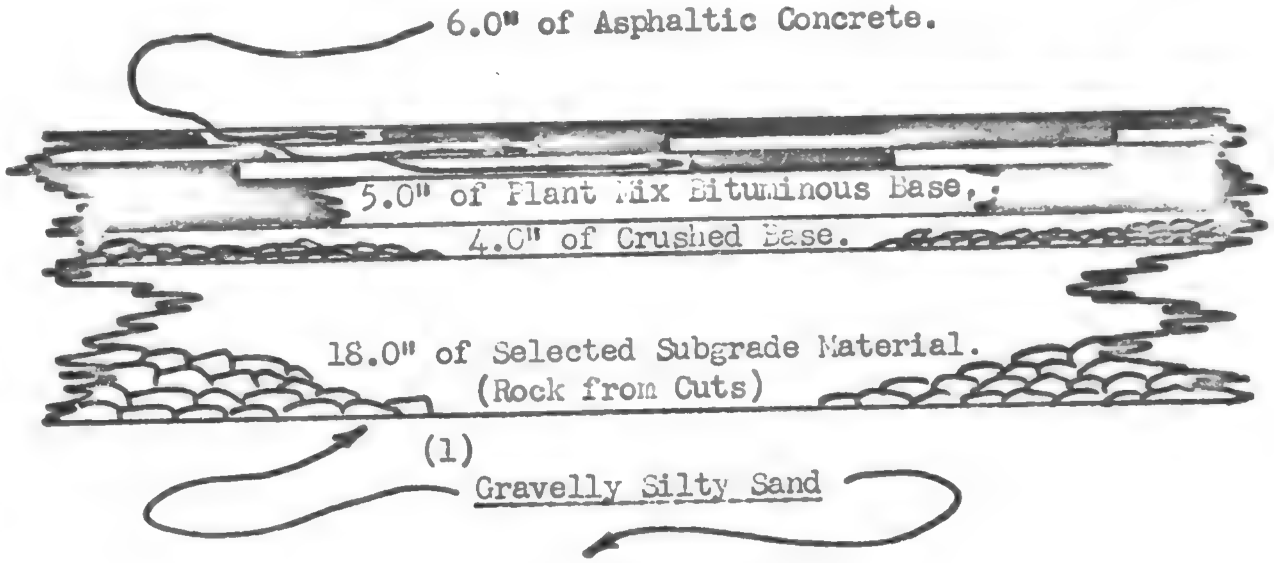
CBE Total Req.	Credit	Actual Thick.	
	12.0	6.0	AC
	9.0	5.0	PMBB
	4.0	4.0	Cr. Base
	0.0	18.0	SSM
*24.5	25.0	33.0	

(1)
Typical Soil

26	LL
2	PI
69	%P 10
31	%P200
31	%Gravel
15	%C Sand
23	%F Sand
27	%Silt
4	%Clay
38	"R" Value

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.


6.0" of Asphaltic Concrete.
5.0" of Plant Mix Bituminous Base.
4.0" of Crushed Base.
18.0" of Selected Subgrade Material. (Rock from Cuts)
(1)
Gravelly Silty Sand

See Page 2 for remarks.

2-19-69

RECEIVED FEB 28 1969 FOR FILE

RECEIVED FEB 27 1969

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by C. J. Gray for Staff Assistant

Recommended by O A Wilbur Engineer of Materials

Recommended by G. L. Decker Asst Construction Engineer

Approved by F B Klaboe Asst. State Highway Engineer

2-19-69

SECTION: BUBBS RANCH - WEATHERBY UNIT NELSON - BENSON CREEK

HIGHWAY: OLD OREGON TRAIL

COUNTY: BAKER

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness

All Legs, Ramps, Connections, etc., to be constructed to ½ the depth of frost or a total thickness of 15.0".

On County, Access, and Other Roads with no direct connection to the Mainline, free draining granular material with 8% maximum passing the #200 sieve may be substituted for crushed base, with Stone Subbase credit.

REMARKS:

*Minimum CBE Requirement for Traffic Classification.

No Credit has been allowed for the S.S.M. as it consists of material from the cuts, and quality and quantity has not yet been determined.

The Project Base Design has been revised in order to update traffic from a design year of 1962 to 1969.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = --- " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = --- " Crushed Base

TRAFFIC ANALYSIS

SECTION: BUBBS RANCH - WEATHERBY UNIT
NELSON - BENSON CREEK

HIGHWAY: OLD OREGON TRAIL

COUNTY: BAKER

2350 Present ADT (1969)

24 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	90	1.7	153	122	450	59,900
3	45	1.7	77	61	1000	61,000
4	55	1.7	94	75	1250	93,750
5	360	1.7	612	486	3180	1,545,480
6	10	1.7	17	14	2570	35,980
				758 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL	1,796,110
TWENTY YEAR EWL	35,922,200
TRAFFIC COEFFICIENT	10.3

SECTION: DUBBS RANCH - WEATHERBY UNIT
NELSON - BENSON CREEK

HIGHWAY: OLD OREGON TRAIL

COUNTY: BAKER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair ______ Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison was completed for the sections shown below based on 1968 Average Bid Prices for this particular area. Asphaltic Concrete was selected from an economic standpoint.

	ASPHALTIC CONCRETE	SLIP FORM CONTINUOUSLY REINFORCED P.C.C.
	6.0" A.C. 5.0" P.M.B.B. 4.0" Crushed Base	8.0" S.F.C.R.P.C.C. 2.0" Level Course 5.0" Crushed Base
TOTAL	$205,440	$235,350

RECEIVED
FEB 10 1969

I-80N-7(27)3-7
1375

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
January 2, 1969

SUBJECT: ~~Bubbs Ranch-Weatherby Section~~
Weatherby-Lime Section
Old Oregon Trail Highway
Baker County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

BUILDING

NOTED
F. B. KLABOE

On November 7, 1968, you asked me to report to you on the status of right-of-way acquisitions through Burnt River Canyon.

FILE NO.	PRESENT STATUS
37114-Langley, Harry	File being revised to move the channel of Burnt River. After receipt of revised descriptions, 60 days should be allowed for new appraisals and renegotiation.
41573-Cartwright) 42133-Cartwright) 42319-Cartwright)	Attorney Silvan will not settle these until he has settled File No. L-5158 with Trial Attorney Robert Holland.
37096-Cartwright L-5158	Bob Holland is attempting to settle this with Attorney Silvan. Cartwright's home is in the right of way, and they are being allowed 90 days to vacate after the State sells the house.
41433-Jorant) 37115-Langley, Harland)	Have resolution; ready for filing. Expect these owners to sign if new bridge at Rye Valley overcrossing (UPRR) is authorized.

FILE NO.	PRESENT STATUS
42674-Ferney	Have resolution; ready for filing.
37110-Dyer	Need resolution which can be obtained Jan. 28, and agreement with Chevron Pipeline Co. which is being negotiated by Mr. Ted Litchfield.

All other files on this section are either optioned or filed on.

G. E. ROHDE
Chief Counsel

K. A. Chatwood

K. A. Chatwood
Administrative Right of Way Agent

KAC:AB

cc G. E. Rohde
H. W. Snell

RECEIVED
JAN 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 13 1968

8P*23500-734

I-8011-7-21
7395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 7, 1968

To: Mr. G. E. Rohde
Chief Counsel

OFFICE

SUBJECT: Bubbs Ranch-Weatherby
Section
Weatherby-Lime Section
Lime Section
Old Oregon Trail Highway
Baker County

Mr. Klaboe has requested that right-of-way acquisitions on the subject sections be completed by January 1, 1969. All files will either be optioned or recommended for condemnation by November 30, 1968. The outstanding files are as follows:

37110-Dyer
37115-Langley
41433-Hosey
41573-Cartwright
42052-Cowan
42053-Reiber
42133-Cartwright
42303-OWR & N (Litchfield handling)
42319-Cartwright
42673-Thompson
42674-Ferney
42675-Smith

If your Division cannot complete filing by January 1, 1969, please advise Mr. Klaboe. Construction plans are not available at this time, and we cannot guarantee you will have them by November 30.

NOTED
F. B. KLABOE

K. A. CHATWOOD
Administrative Right of Way Agent

KAC:AB

cc F. B. Klaboe ✓
A. F. Parson
H. W. Snell

11-12-68

REFERRED TO
Young Barber
Asst. State Hwy. Engr

RECEIVED
NOV 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1968
FOR FILING

I-80N-7(29)327
7395

October 29, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the November 12 meeting an agreement with the Union Pacific Railroad Company for the construction of railroad shoofly tracks and the relocation of signal and communication lines required by the proposed freeway construction in the vicinity of Nelson Point on the Dubbs Ranch-Weatherby Section of the Old Oregon Trail Highway in Baker County.

This agreement is the usual form of construction agreement with Union Pacific Railroad Company. It provides that the State will reimburse the Railroad for all its expenses incurred on this project. The estimated net cost to us of the Railroad work is $112,851.

This is Interstate freeway work for which we have the approval of the Bureau of Public Roads.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attention: T. W. Litchfield)
L. H. Young
C. H. Maison
A. F. Parson

TWL:ss fn

RECEIVED
OCT 2 - 1968

Form FH-1A (4-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-80N-7(29)327
4-75

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: September 27, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-7(14)327 and I-80N-7(17)333
Bubbs Ranch - Weatherby - Lime. Right of Way.
Union Pacific Railroad Access Points

As requested by Mr. Litchfield's September 6, 1968 memorandum to the files, we concur in the location of the following points of access; subject to the requests noted in the numbered paragraphs:

Approximate Station	Type of Access	Remarks
105	Locked gate	See 1 below
116	Locked gate	See 1 below
228	Locked gate	Joint use
357	Locked gate	Joint use
372	Locked gate	
412 - 444	Access road	See 2 below
454	Locked gate	
465	Locked gate	See 3 below
513	Locked gate	See 4 below
602	Locked gate	

1. Stations 105 to 116: Our concurrence is pending further investigation of the need for the gate at Station 105, as possible access exists from Nelson Point.

The alternate proposal of constructing an access road to eliminate these gates are encouraged. A study of (1) the available right of way for the road, (2) possible conflict with the communication and signal lines, and (3) the total cost should be pursued.

2. Stations 412 to 444: Should the Railroad not presently have access from the existing highway to this area, we question the obligation to provide access from the new highway. Resolution of this obligation should precede consideration of the Railroad's construction of an access road at our expense.

(more)

10-2-68
REFERRED TO
Young - Morgan - Litchfield
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. Station 465: Our concurrence is conditioned on retention of the presently designed alignment. If the proposed line change is initiated, the possibility of excess material exists, therefore consideration of using this material to construct a frontage road is requested.

4. Station 513: Our concurrence is conditioned on the retention of the presently designed alignment; however the design may be revised to eliminate the need for this gate.

RECEIVED
OCT 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1968

FOR FILES

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1968

SUBJECT: Negotiations with UPRR
Bubbs Ranch-Weatherby
AND
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County

To:

MEMO TO THE FILES

On August 29, 1968, I met with Mr. Glenn Tabor of the Union Pacific Railroad Company and reviewed with him the various problems involving the railroad and highway through the above-captioned projects. There are basically three major areas of discussion:

(1) Access from the highway to the railroad.
(2) The disposition of the Rye Valley Railroad Overcrossing
(3) The disposition of the signal and communication lines.

NOTED
F. B. KLABOE

With regard to access, the railroad requested, in their letter of October 10, 1967, access opposite Highway Stations 105 and 116. We have discussed providing a locked gate at each of these locations to provide them direct access to their bridges, but both of these gates may be eliminated by the construction of an access road along the northerly side of the tracks from Nelson Point to the railroad bridge opposite Highway Station 106. The railroad will consider bearing the cost of construction of an access road along the highway embankment between Highway Stations 105 and 116. We estimate this cost to be $4,300. They will also consider, as an alternative, the construction of an off-track maintenance road between the bridges along with the construction of low-type bridges for their off-track vehicles. Either alternate would eliminate the need for the proposed two access gates. The State would bear the expense of the construction of approximately 4,500 feet of access road from Nelson Point to the first railroad bridge opposite Highway Station 105.

The next point of access to the railroad is opposite Highway Station 228. This has been generally agreed upon by the Railroad, State and Bureau of Public Roads and will be used by the Idaho Power Company, the Chevron Pipe Line Company and El Paso Natural Gas Company as well as the Railroad.

At the Weatherby Interchange, the "G" Line will cross the railroad at the site of an existing private crossing. Since this will not be made a public crossing, it will be necessary to obtain a PUC Order. This will allow the closure of the existing county road grade crossing opposite Highway Station "EB" 270.

The Railroad has also requested access opposite Station 357 which will perpetuate an existing access point. This locked gate will be used by the Idaho Power Company, the Chevron Pipe Line Company and Pacific Northwest Bell Telephone Company as well as the Railroad.

There will be a locked gate access established opposite Station 372 which will perpetuate the existing access to the east end of the railroad tunnel.

At the Jordan Creek Interchange, the "C" Line is to be constructed in such a way that it will not alter the existing railroad grade crossing. Therefore, there will be no need for a PUC Order, and the status of the crossing will remain unchanged.

I advised the Railroad that the cost of constructing an access road between the channel of the Burnt River and the freeway between Highway Stations 412 and 444 will force a realignment of our mainline through that area and will cost approximately $97,000. I pointed out that it appeared the Railroad could build their own off-track maintenance road and two small bridges for considerably less than this cost.

We have tentatively agreed to provide a locked gate opposite Highway Station 454 to provide railroad access to their bridge opposite Highway Station 456.

The Railroad originally requested an access near Highway Station 465 and we suggested that they consider alternate access by way of back roads to this same location from the Dixie Interchange. Investigation reveals, however, that most of the roads through this area to this bridge are private and in poor condition. It is unlikely that they would be traversable in the winter, and the Railroad will not agree to accept the maintenance of these roads. Therefore, it appears that the perpetuation of the existing access opposite Highway Station 465 would be the best solution to this problem.

We have tentatively agreed to provide a locked gate access opposite Highway Station 513 for the Railroad's use. This will provide them access to an area between two bridges which are opposite Highway Stations 508 and 520. The river on the westerly side of the railroad prevents any access from other roads to this area.

We have tentatively agreed to perpetuate the Railroad's existing access opposite Highway Station 602 by means of a locked gate. This will provide them access to the railroad bridge approximately opposite Highway Station 605.

With regard to the Rye Valley Overcrossing of the railroad, which connects to our Dixie Interchange, I reminded the railroad that in 1956 they had agreed to reconstruct and maintain the structure. Mr. Tabor agreed to this and also agreed that the Railroad would have some responsibility in bearing the expense of a new overcrossing structure. He suggested the Railroad would consider bearing the expense of the additional length of structure required to accommodate their future track and off-track maintenance road. In addition, they would consider contributing an amount equal to their capitalized maintenance cost of the existing structure. They would agree to this second contribution only if the County or State agreed to accept the maintenance of the new structure. Mr. Roake has been asked to prepare comparative costs of these structures. Mr. Cox has been asked to discuss the item of maintenance of the structure with the County Judge.

The adjustment of the signal and communication lines remains to be a major problem. The railroad will not consider burying the communication lines through any portion of this project. They experienced some difficulty with their buried cable at Nelson Point and on this project will insist upon a temporary open-wire relocation to some location westerly of the existing railroad right of way. I pointed out that it was necessary to know where they wish to relocate this line so that we could obtain the temporary easements on the property that it will occupy. It is proposed that the communication line, upon completion of construction, will be placed on a new set of poles along with the signal lines on the southerly side of the railroad. The railroad recognizes that they will derive some betterment from this proposed work and will agree to bear some of the cost. However, it will be necessary to determine what poles are actually in conflict with our construction and what poles would be moved to accommodate the Railroad's new plan. The Railroad and State will then negotiate a settlement as to the sharing of the cost.

The Railroad also indicated they wished to have any excess material from our excavation areas deposited along side their tracks. This will require a study to determine if it is economically feasible to designate waste areas along the railroad tracks to justify the moving of the communication lines poles which must be removed to accommodate this material.

Before discussing this further with the Railroad, we must have the following:

(1) A formal approval of the proposed locked gate accesses and/or access roads by the Bureau of Public Roads.

(2) Estimates of both versions of the Rye Valley Overcrossing to determine what cost the railroad might bear.

(3) An answer from Baker County as to the acceptance of maintenance of the new structure.

(4) Completed preliminary plans of both projects.

(5) List of conflicts showing all of the communication line poles which must be moved as a result of our proposed construction.

(6) A plan for the temporary communication line adjustment desired by the Railroad.

(7) An economic study to determine if it is feasible to designate waste areas along the railroad and justify the expense of relocating the communication line poles.

Copies of the Memo are being distributed as listed below and information on these seven points should be supplied as follows:

No. 1 by the Bureau of Public Roads.
No. 2 by the Bridge Division
No. 3 by the City-County Division.
Nos. 4 and 7 by the Road Design Section
No. 5 by the Utilities Section.
No. 7 by the Union Pacific Railroad Company.

[illegible] SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fw
cc: R. E. Simpson
R. L. Porter
F. B. Klaboe ✓
Tom Edwards
I. D. Merchant
L. H. Young
H. S. Cox
D. H. Moehring
A. F. Parson
H. M. Fillmore

RECEIVED
SEP 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 12 1968

SP*23611-704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 1, 1968
Salem, Oregon

732

SUBJECT: File 37099
Idaho Power Company's Rights on BLM Land
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County

To: Mr. E. F. Saling
R/W Office Manager
BUILDING

Please refer to your letter to this office dated September 28, 1967, requesting information as to Idaho Power Company's rights on BLM land on this section.

Attached you will find Mr. Parson's letter to Mr. Cooper dated November 1, 1967, which indicates that federal funds may participate in the relocation of Idaho Power Company's facilities in conflict with the proposed construction of this section.

Therefore, all right of way to be acquired on this section from the Bureau of Land Management which is encumbered by an Idaho Power Easement, as described in the BLM amended decision dated June 6, 1967, should be taken subject to the power company's easement. The necessary relocation of the power company's facilities will be handled as a utility adjustment.

F. D. Morgan
Construction Engineer

By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss

cc: F. B. Klaboe
D. H. Moehring

RECEIVED
MAR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REC... FEB 14

UNITED STATES GOVERNMENT

FOR F...

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 9, 1968

in reply refer to: 08-35.7

I-80N-7(14)327
7395

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A W Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(14)327
Bubbs Ranch - Weatherby Section
Right of Way Plans

Returned herewith, approved, are revised right of way plan sheets nos. 8, 9, 10, and 11.

Data submitted with Mr. Chatwood's December 20, 1967 letter satisfactorily resolves the questions posed in our November 24, 1967 memorandum. We understand some minor grading and rock work will be involved from stations 206 to 269 which is estimated to cost $2,500.

Enclosure
Plan sheets

NOTED
F. B. KLABOE

REFERRED TO
Young w/encs.
State Hwy. Engr.
2-14-68

RECEIVED
FEB 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter!

RECEIVED
DEC 22 1967
FOR FILING

FORM E-1233 10M 4-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-7([illegible]) - 7
7395

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Oregon Project I-80N-
7(14)327
Bubbs Ranch-Weatherby
Section
Old Oregon Trail Highway
Baker County

Attention Mr. G. R. Brooks
Asst. Division Engineer

Dear Sir:

Refer to your letter dated November 24, 1967.

Attached for your consideration is a study by Right of Way Agents Verne Allen and Ralph Carter of the costs and justification of a service road which would originate at the Weatherby Interchange and cross the Union Pacific Railroad tracks traveling in a northwesterly direction to serve BLM lands, Wickert, Gale, Mosey, Cartwright, two pipelines, a power line and railroad properties.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AB
Attachments
cc: R. L. Porter ✓
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell
D. R. Keyes

RECEIVED
DEC 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV 29 1967

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-7(14)327

7395

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 24, 1967

In reply refer to: 08-35.7

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(14)327
Bubbs Ranch - Weatherby Section

Office Engineer L. H. Young's letter of November 14, 1967 forwarded two copies of revised right of way plan sheets nos. 8, 9, 10, and 11. The revisions included permanent easement areas to be acquired for an access road right of Station 206 to Station 269. At the right of way liaison stage it was our understanding that the existing road was a county road and that it could be improved at minor costs in order to provide access to the properties that lie generally westerly of the Interstate right of way between Station 206 and Station 269.

Inasmuch as this is no longer possible, as the roadway is in private ownership, it will be necessary that a comparison be made between the damages that may accrue to the subject properties without the access versus the cost of providing access. This would include not only the construction cost of $2,500.00 but also the costs of securing the permanent easement for the roadway.

Therefore, before we can approve Federal participation in the costs of securing the permanent easement for the access road, it will be necessary that the above-mentioned comparison be prepared. We are withholding approval of the revised plan sheets pending submission of the required information.

11-29-67
Young
Morgan

NOTED
F. B. KLABOE

RECEIVED
NOV 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 15 1967

FOR FILING

I-80N-7(39)327
7395

November 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of revised rights of way plans sheets Nos. 8, 9, 10 and 11, for the Bubbs Ranch-Weatherby Section, Federal-Aid project No. I-80N-7(14)327.

These revised sheets include permanent easement areas to be acquired for an access road right of Station 206 to Station 269. The settlement on file 37094, obligated us to furnish access to the remaining property and at the time it was thought that the existing road through this area was a county road. Subsequent developments have indicated that this road was abandoned by the county and therefore to fulfill our obligation to provide access we propose to acquire, by permanent easement, the areas as shown on sheets 9, 10 and 11 of the revised plans sheets.

The minor grading and base rock involved on the access road through these easement areas is estimated to cost $2,500.

We request that one copy of the revised plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:vr

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
OCT 6 - 1967

I-80N-7(6)2-37
7315

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Idaho Power Company's Rights on BLM Land
Bubbs Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County

Dear Sir:

Herewith you will find the following items pertaining to this subject:

(1) One copy of Bureau of Land Management's amended decision dated June 6, 1967. (See Item 4h)

(2) One copy of a portion of Title 43 pertaining to the withdrawing of public lands for transmission line purposes

(3) One copy of the Federal Power Commission's letter of September 1, 1967, which reserves to Idaho Power Company certain lands within this section for power transmission purposes.

It is our opinion that the foregoing constitutes evidence of the utility's compensable interest in the land occupied by their existing power line; therefore, any relocation necessitated by the proposed construction work would be reimbursable. Do you concur?

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss

cc: F. B. Klaboe
Jack Sollis
Earl Saling

Encl.

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1967
FOR FILING

I 80N-7(16)327
7395

El Paso Natural Gas Company

El Paso, Texas 79999

May 16, 1967

RECEIVED
MAY 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Re: R/W 63161
Pipe Line Adjustments
Bubbs Ranch-Weatherby Section:
Weatherby - Lime Section
I-80N-7(16)327

NOTED
F. B. KLABOE

Gentlemen:

This is to advise you that our contractor commenced work on the relocations required in connection with the captioned project on May 10, 1967. We will further advise you when our adjustment is completed.

Very truly yours,

Roland G. Tayler

Roland G. Tayler
Supervisor
Right of Way Controls

WCS:bpj

cc FB Klaboe ✓
CH Maison
FD Morgan
AF Parson
JW Valentine

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 18 1967
CONSTRUCTION
DIVISION

Pease E
Morelock
Trout
Scott
Wills
Litchfield ✓
Olson

FORM E-123X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Const -
I-80N-7(16)327
Old Ore Trail
1375

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 23, 1967

El Paso Natural Gas Company
P.O. Box 1525
Salt Lake City, Utah

ATTENTION: Mr. John Viehweg
Division Engineer

Re: Gas Main Adjustment
Bubbs Ranch-Malheur County Line Section
~~Bubbs Ranch-Weatherby~~ and Weatherby-Lime Units
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(16)327
YOUR FILE: R/W 63161

Gentlemen:

Information contained in your letter of September 16, 1966 and subsequent telephone conversations with our representatives clearly indicates that it would be in the public interest for the State to concur in the award of the bid to W.C. James and Company for $82,088.20, with the understanding that the work will be completed by August 1, 1967.

NOTED
F. B. KLABOE

We agreed to include a salvage item for the 22-inch pipe with the understanding that the total cost of salvage and removal for the project will not exceed the total credit to be given the State for the materials salvaged. This is as requested in your above-mentioned letter of September 16, 1966.

Our letter of July 11, 1966 authorized you to use the contract method, order necessary materials, and advertise for bids effective February 17, 1967.

Reimbursement for work performed on or subsequent to February 17, 1967 will be made subject to the provisions of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in your bill. It will also be necessary for you to execute an X-permit which will be sent to you under separate cover.

Very truly yours,

F.D. Morgan
Construction Engineer

By

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: El Paso Natural Gas -
El Paso, Texas
F.B. Klaboe
A.W. Parsons
L.H. Young
C.H. Maison
A.F. Parson
L.V. Blickenstaff
J.W. Valentine

FORM H-123X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 9 1967

I 80N 7(16)-327
7325

February 8, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Revised Projection
Bubbs Ranch-Weatherby and
Weatherby-Lime Sections
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(16)327
YOUR FILE: D 315-2+129

Gentlemen:

Herewith you will find three prints of each of the following:

a) Right of way map No. 8B-30-4 of the Bubbs Ranch-Weatherby Section, and four rolls of cross sections covering this area

b) Railroad encroachment map No. 8B-31-15 of the Weatherby-Lime Section, with one roll of cross sections covering this area

This information contains the revised projection of our centerline and revision of slopes resulting from our recent discussions. It is our intention that sufficient room will remain between your existing tracks and the future highway to allow for the construction of a second track, an off-track maintenance road, and a 3-foot ditch. This will require a total horizontal distance of 37 feet from the existing track centerline to the bottom of the future ditch.

Our Assistant Construction Engineer, Mr. John H. Walker, is to meet with your Division Engineer, Mr. H.B. Durrant, on this date, at which time he will give him one copy of each of the maps enclosed herewith.

We solicit your approval of these preliminary plans so that we may proceed with the preparation of final construction plans for these projects. We also solicit advice as to your future intentions at the site of the Lime Overcrossing so that we may proceed with the preparation of construction plans for that project. Your early reply will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:sg
Enc.

cc: ~~E.B. Klaboe~~
A.W. Parsons
Tom Edwards
L.H. Young
I.D. Merchant
A.F. Parson
J.W. Valentine

RECEIVED
OCT 3 - 1966
FOR FILING

I-80N- [illegible]
- 7395

401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1966

To:

MEMO TO THE FILES

SUBJECT: Meeting with Union Pacific Railroad
Bubbs Ranch-Weatherby, Weatherby-
Lime and Lime Sections
Old Oregon Trail Highway
Baker County

On July 27, 1966, a meeting was held in the field between representatives of the Union Pacific Railroad Company and the Oregon State Highway Department for the purpose of discussing future railroad plans throughout the Burnt River Canyon. Representing the Union Pacific Railroad at this meeting were Mr. G. M. Tabor and Mr. Robert Orr. Reprezenting the Oregon State Highway Department were: F. D. Morgan, A. F. Parson, H. S. Coulter, T. W. Litchfield, Harlan Gerlach.

Mr. Tabor opened discussions by stating that the map submitted to them in 1964 were the first indication that the railroad had received that the State was, in fact, proposing to build Interstate 80N down the Burnt River Canyon. He further alleged that the railroad had received a letter sometime prior to 1960 wherein Mr. G. S. Paxson had indicated that the State was no longer considering the route down the Burnt River Canyon for its Interstate freeway. A search of the record has not revealed Mr. Paxson's letter making that statement, but there is a letter from Mr. Walter T. Wright, who was then Assistant Right of Way Engineer, dated September 17, 1958, to Mr. D. J. Callahan, Manager of Properties of the Union Pacific Railroad Company, wherein he advises that a serious conflict will be involved throughout the Burnt River Canyon between Nelson Point and Lime. The public hearing for the Hill Creek-Benson Creek Section was held on June 21, 1961 in the Huntington High School Auditorium, and the route discussed at the hearing was essentially the same route as is now proposed between Nelson Point and Lime. I find it hard to believe the railroad was totally ignorant of our planning through this area until 1964.

Mr. Tabor pointed out that the alignment and grade presently occupied by the railroad was designed and constructed in about 1885 or earlier, and that the railroad could not accept this alignment for an indefinite time in the future. He pointed out that for the railroads to remain competitive they must design roadbed and produce trains which will travel approximately 120 miles-per-hour. The speeds designated for the present alignment vary from 25 to 45 miles-per-hour. Mr. Tabor unveiled a very preliminary projection of a line which was designed for 60 mile-per-hour trains with a maximum degree of curvature of 2 degrees and a maximum grade of 1 per cent compensated (the compensation is 0.04% for each degree of curvature).

The line as shown on Mr. Tabor's maps has been transferred to our right of way maps, sepias of which are on file in my office, and shows two possible revisions -- (1) a minimum type revisions which eases all curves to 2-degree curves, with the exception of the curve at the Oregon Portland Cement Company plant at Lime, and the other a higher type alignment, still with 2-degree curves, but with considerable realignment of the existing track. Mr. Tabor also pointed out that this really wasn't what the railroad wanted to do. Actually, they wanted to produce a high type 2-degree maximum curvature line on a completely new location on the southeasterly side of the Burnt River Canyon. He also pointed out that this required considerable study which the railroad did not have either the time or personnel to make.

We then reviewed the various points of conflict in the field and the point of minimum conflict appears to be at Lime where the railroad wants some revisions in our channel change between Stations 785 and 791 and to provide a future alignment at our Lime Overcrossing. This will lengthen the Lime Overcrossing structure approximately 100 feet. Other conflicts down the canyon are more serious, as can be seen by a casual inspection of the right of way maps on which the lines have been projected.

Mr. Tabor indicated that it was the railroad's desire to possibly engage in a cooperative project, such as the Cascade Locks-Mitchell Point Section, wherein materials excavated from the highway cuts could be used in railroad fills; however, an examination of the ground indicates that the railroad, if they built their high type line on completely independent alignment would have some very high fills and very deep cuts. It also appears that the railroad's line, if it were built on this alignment, could be balanced and wouldn't require any additional material from some other source. Should either of the other two lines be constructed it would cause considerable redesign of the highway as currently proposed.

It appears there are four alternatives which may now be pursued by the Highway Department -- (1) completely redesign the highway to accommodate the railroad on their very high type alignment and arrange a cooperative project; (2) redesign the highway to allow for the railroad's 2-degree realignment of their existing tracks; (3) redesign the highway to avoid all encroachments on the railroad; (4) redesign the highway an absolute minimum to allow for the railroad's future second track and off-track equipment roadway and proceed with condemnation if this plan is not acceptable to the railroad. Whichever alternative is pursued, it does not appear that construction will begin in the Burnt River Canyon until 1970 or 1971.

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 1 0 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm:fp
cc: A. W. Parsons - w/maps
R. L. Porter
F. B. Klaboe - w/maps
Tom Edwards
L. H. Young
D. H. Moehring - w/maps
A. F. Parson - w/maps
J. W. Valentine

RECEIVED
MAR 15 1966
FOR FILING

I-80N-7(22)327
7395

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

NOTED
R. L. PORTER

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 8, 1966

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-80N-7(13)342, Huntington Bypass Section
Oregon Project I-80N-7(14)327, Bubbs Ranch - Weatherby Section

Right of Way Engineer D. H. Moehring's letter of March 2, 1966 requests our authorization to amend your appraisal agreement with Mr. H. Ferel Anderson for an additional amount of $707, covering the survey and study of possible limestone deposits on the Hursh-Ballin property, Parcel 36897.

Our letter of February 2, 1966 approved Federal participation in the cost of the study based upon the use of the per diem rate contracting method, subject to an overall limit of $2,400, of which $1,600 applied to the Hursh-Ballin property.

Based upon the additional information provided by your office, we will approve Federal participation in the new request subject to the overall limit of $2,307, which covers the portion applicable to the Hursh-Ballin property.

RECEIVED
MAR 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Moehring 3-9
copy to Young 3-15-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 8 - 1966

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-7(27)327
7375

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 2, 1966

In reply refer to: 08-35.7
X Ref: I-80N-7(17)333

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(13)342
Huntington Bypass Section
Oregon Project I-80N-7(14)327
Bubbs Ranch - Weatherby Section

Moehring
Young
4-2-66

Please refer to Right of Way Engineer D. H. Moehring's letter of January 28, 1966 requesting our advanced approval to employ Mr. H. Ferrel Anderson to make a study of the quantity and quality of mineral deposits on Parcels 37098 and 36897. We understand this study will include the economic feasibility of commercial exploitation of such mineral deposits. We understand the property owners contend that there is considerable value in the existing mineral deposits. We concur it would be wise to employ Mr. Anderson to assist you in determining the fair market value of the taking, both for negotiation and possible condemnation action. Therefore, we will approve Federal participation in the cost of the study based upon the use of the per diem rate contracting method subject to the overall limit established in the contract of $2400.

NOTED
R. L. PORTER

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 - 1965
FOR FILING

Form CD-121
(11-63)
(Pres. by [illegible])

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-80N-7(14)327

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7395

DATE: September 30, 1965

In reply refer to: 08-35.7

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(14)327
+ Bubbs Ranch to Weatherby Section, Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way in several stages. Acquisition was authorized on June 25, 1964 from the north end of the project to Station 1432+00. On July 28, 1964 we authorized acquisition of the balance of the right of way except Parcel 37096. Acquisition of Parcel 37096 was authorized on April 6, 1965. This included the safety rest area. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960, as amended.

The project agreement will be forwarded for your approval under separate cover.

REFERRED TO
Young w/encl.
Asst. State Hwy. Engr.
10-4-65

Attachment

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 8 - 1965
FOR FILING

I-80N-7(14)327
7395

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 6, 1965

08-35.4-HC/710.11
File: I-80N-7(14)327

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed
T. Doe
Eng. Coordinator

By:
T. Doe
Engineering Coordinator

Federal-aid Interstate Program

Our July 28, 1964 memorandum excluded authorization to proceed with actual acquisition on file #37096 (Cartwright) on Item 358, I-80N-7(14)327, Dubbs Ranch-Weatherby Section, pending further information.

Mr. Young's March 23, 1965 letter and previous correspondence has satisfied our request and authorization to proceed with actual acquisition is hereby granted effective this date, for file #37096 including parcel #6 for the safety rest area.

We understand that the irrigation facility relocation originally proposed at Station 289+40 will be located at about Station 299+00. Should file #37747 (opposite stations 299 - 326) be acquired for State purposes, this irrigation facility should be eliminated. No Federal participation will be allowed for acquisition of file #37747.

orig to Young
4-8-65

RECEIVED
MAR 23 1965

FOR FILING

I-80N-7(27)327

7-25

March 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting one copy of right-of-way map 5B-30-5 covering a portion of the right of way for Project I-80N-7(14)327, Bubbs Ranch-Weatherby Section.

The map shows the additional right of way at Weatherby Interchange required for the safety rest area. The parcel is owned by Mr. Cartwright and is File #37096, Parcel #4, at Station 295+00.

We hereby request your authorization to proceed with the acquisition of the above-mentioned property. Other property from the same owner is required on the project and it would be advantageous to acquire all the property needed at the same time. The estimated cost of Parcel #4 is $1,600.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

RECEIVED

I-80N-7(22) 327
7395

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

March 17, 1965

CONSTRUCTION DIVISION
MAR 22 1965
NOTED

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan, Construction Engineer

Dear Mr. Cooper:

The plan title sheets and prospectuses of following listed projects transmitted to us by your letters dated March 5 and 9, 1965 respectively, have been reviewed.

Malone Springs - Crystal Springs Section, FAS 420, Westside Road, Klamath County.

Rock Creek Section, Willamina - Sheridan Highway, Yamhill County.

Lime-Malheur County Line Section, Old Oregon Trail Highway, Baker County.

Weatherby - Lime Section and Lime Section, Old Oregon Trail Highway, Baker County.

Bubbs Ranch - Weatherby Section, Old Oregon Trail Highway, Baker, County.

The FAS 420, Westside Road project has no streams involved hence no fishery problems are anticipated.

Fish passage must be maintained in Rock Creek from November 1st until April 1st therefore it is recommended that the bridge be replaced during the summer months.

Burnt River and its tributaries involved in the construction of the three Old Oregon Trail Highway sections must be returned to unobstructed fish passage upon completion of the projects.

Your favorable consideration in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: R. Koski, Oregon Game Commission

Copies to:
L. P. Shaw ✓
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
J. F. Putnam (2)
A. F. Parson (6)

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OFFICE OF
STATE [illegible]

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

[illegible]
7 [illegible]

CONSTRUCTION DIVISION
MAR 16 1965
NOTED ☐ CE ☐ ACE ☐ ACE ☐ CCE

March 15, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have examined the plan title sheets for the following projects, which were enclosed with your letter of March 9, 1965:

1. Lime-Malheur County Line Section, Old Oregon Trail Highway, Baker County.
2. Weatherby-Lime Section and Lime Section, Old Oregon Trail Highway, Baker County.
3. Bubbs Ranch-Weatherby Section, Old Oregon Trail Highway, Baker County.

We do not anticipate any wildlife problems as a result of this construction, so the plans are approved.

The opportunity to present our views is appreciated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC
Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. F. Parson (6)

RECEIVED
MAR 17 1965
OFFICE OF
STATE [illegible]

NOTED
LLOYD P. SHAW

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JAN 1 1 1965

FOR FILING

I-80N-7(14) 327
7395

January 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Project I-80N-7(14)327
Bubbs Ranch-Weatherby
Old Oregon Tr. Highway
Baker County

Dear Sir:

Reference is made to your letter of December 15, 1964, asking for additional information on the irrigation system near Station 300 on the subject-named section and highway.

In answer to your questions, I attach hereto a copy of a letter from Mr. Moehring in which he furnishes the needed detail.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb
Enc.
cc: F. D. Morgan
W. T. Wright
H. R. Chase

FORM E-50 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1965

To: Mr. L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: File No. 37096 - Cartwright
Bubb's Ranch-Weatherby Section
Old Oregon Trail Highway
Baker County

By a letter dated December 15, 1964, the Bureau requested additional information concerning the cost of reestablishing an irrigation system near Station 300 on the Bubb's Ranch-Weatherby Section.

The present plan of restoring irrigation to a 13-acre parcel in the vicinity of the Weatherby Interchange is to utilize the drainage facilities within the interchange area. By utilizing the culverts, we can restore the irrigation by expending an additional $2,940. If the irrigation is restored by installing a separate conduit at Station 300 as suggested by the Bureau, the cost will be $3,492.

The Bureau has also asked that we re-examine the estimate of damage to the 13 acres to be served. The Bureau was of the opinion that even though irrigation were restored to the 13-acre area, it might still suffer a damage.

Our field personnel have examined this matter again, and they cannot find any reason to change their previous opinion. The 13-acre tract will not be additionally damaged under the after condition providing irrigation is restored. This should be sufficient information for you to answer the Bureau's letter dated December 15, 1964.

G. E. ROHDE
Chief Counsel

By D H Moehring

D. H. Moehring
Assistant Right of Way Engineer

DHM:gc

cc - G. E. Rohde

RECEIVED
JAN 7 1965
OFFICE ENGINEERING
DIVISION

RECEIVED
JAN 6 - 1965

FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH I. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(39) 27
7395

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 29, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Railroad Encroachment
File No. 37263
(Bubbs Ranch-Weatherby Section
(Weatherby-Lime Section
(Lime Section
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315 - 2 - 129

Gentlemen:

Herewith you will find four (4) prints of each of the following drawings all dated November, 1964, which supplement the information concerning this project submitted to you previously.

Encroachment Map	Encroachment Cross-sections
BUBBS RANCH-WEATHERBY SECTION:	
(Part 1)	
8B-30-18	8B-30-19
(Part 2)	
8B-30-25	8B-30-26 8B-30-26a
WEATHERBY-LIME SECTION:	
8B-31-15	8B-31-16 8B-31-16a 8B-31-16b
LIME SECTION:	
8B-31-22	8B-31-23

SHAW

You will note the maps are colored in the following manner: existing permanent easements the State now occupies on railroad right of way are shown outlined in blue. The proposed permanent easements needed from the railroad are shown in red. The proposed temporary easements required by the State are shown in green. The property the State proposes to acquire from the railroad in fee is shown in yellow. Property the State proposes to deed to the railroad is shown hatched in brown. It is suggested that the existing easements be erased and new instruments be issued covering the new areas to be conveyed to the State.

You will also find attached four (4) copies of the descriptions of the 52 parcels the State wishes to obtain from the railroad and of the parcel the State proposes to grant to the railroad. All of this information is dated December 10, 1964.

Please review this information and prepare the agreement necessary for these projects. Additional information will be sent to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments

cc: L. P. Shaw
W. T. Wright
A. F. Parson
J. W. Valentine

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DEC 28 1964
FOR FILING
I-80N-1[illegible]
7395

477 Cottage Street NE.
Salem, Oregon 97301

December 15, 1964

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-7(14)327, Bubbs Ranch - Weatherby Section

Please refer to Office Engineer L. H. Young's letter of November 27, 1964, a copy of which is attached.

Since the original right of way liaison work was done on this project we understand that you propose a rest area for the southeast quadrant of the Weatherby Interchange. The proposed construction irrigation ditch will traverse the west side of the rest area and a portion of it will enter the rest area. We would like some additional information as to the cost of reestablishing this irrigation system somewhere near the vicinity of station 300, which is south of the presently proposed location. We also request that the Right of Way Division reexamine their estimate of damages to the 13 acres served by the irrigation facility, which is presently indicated at $5,388.

Since that estimate was made, the taking from the subject property owner has changed and it may be that even though the irrigation facility is installed the irrigated lands will be damaged.

Enclosure

RECEIVED
DEC 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Original To Young
12-24-64

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NOV 30 1964

FOR FILING

I-80N-7(22)327
7395

November 27, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

The following information is furnished in justification of reestablishing the irrigation system at Station 289+40 (Bubba Ranch-Weatherby Section, Project I-80N-7(14)327) as requested by your letter of July 28, 1964.

To arrive at the cost of reestablishing the irrigation system our Design Section prepared two estimates of the drainage plan at Weatherby Interchange. One estimate including the irrigation facility cost $6,606.00, the other estimate excluding the irrigation facility cost $3,666.00. The difference in these estimates, $2,940.00, is the cost of the irrigation facility if included in construction work. Our Right of Way Division estimates the damage to the 13 acres served by the irrigation facility, if facility is not reestablished, at $5,588.00. We feel the savings in cost to the project of $2,648.00 justifies the reestablishment of the irrigation facility.

We are enclosing a copy of Mr. Moehring's letter dated August 6, 1964 and a copy of Mr. Hall's letter dated August 4, 1964 in support of the figures set forth above.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:mb
Encls.

UUSE

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SEP 21 1964
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7([illegible]) -57
7325

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 16, 1964

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Preliminary Engineering
Bubbs Ranch-Weatherly Section
Old Oregon Trail Highway
Baker County
YOUR FILE: D 315 - 2 - 129

Gentlemen:

This is in reply to your letter of September 9, 1964, concerning this subject.

You are hereby authorized to proceed with preliminary engineering on this project as of July 20, 1964. Please make your preliminary engineering charges to the following Federal-aid numbers:

Between Bubbs Ranch and Nelson charge to I-80N-7(4)304
Between Nelson and Weatherly charge to I-80N-7(5)328

Reimbursement for preliminary engineering performed after July 20, 1964, will be made in accordance with PPM 30-3 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
L. P. Shaw (w/copy of UPRR letter)
L. H. Young
C. H. Maison
A. F. Parson
J. W. Valentine

RECEIVED
SEP 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 9, 1964

File Ref. D 315 - 2 - 129

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

With your letter of July 20 you furnished Preliminary Right of Way Maps in connection with the State's proposal to reconstruct the Bubbs Ranch - Weatherby Section of Old Oregon Trail Highway in Baker County, Oregon.

Will you please furnish us the Federal-aid project number and date the project was approved by the State in order that we may properly identify our engineering charges in connection with this project? Also, will you kindly furnish us a letter advising that the State will reimburse the Railroad for preliminary engineering work in connection with the project whether it is completed or not.

Very truly yours,

W. G. Johnson

CONSTRUCTION DIVISION
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7395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1964

SUBJECT: Utility Adjustments
Bubbs Ranch-Weatherly Section
Old Oregon Trail Highway
Baker County

To: Mr. L. H. Young
Office Engineer

BUILDING

LLOYD P. SHAW

Utility adjustments on this section are extensive and it is desirable to have as much of this work as possible completed before our contractor commences his operations.

It will probably be necessary for several of the utilities to purchase right of way in connection with their relocations.

Please program the utility work into the construction stage and, if necessary, secure permission for the companies to negotiate for any needed right of way on this section. The estimated costs are as follows:

Salt Lake Pipe Line Corporation	$ 30,000
El Paso Natural Gas Company	115,000
Pacific Northwest Bell Telephone Company	1,000
Idaho Power Company	25,000
TOTAL	$171,000

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: A. W. Parsons
L. P. Shaw
C. H. Maison
W. T. Wright
A. F. Parson
J. W. Valentine

RECEIVED
AUG 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

July 28, 1964

08-35.3-EC

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
T. Doe
Eng. Coordinator

By T. Doe, Engineering Coordinator

Oregon Federal-aid Interstate Program

Our May 26, 1964 program approval memorandum withheld authorization to proceed with actual acquisition of right-of-way on Item 338, I-80N-7(14)307, [illegible] Ranch-Weatherby Section, and subsequently our June 25, 1964 memorandum granted authorization to proceed on the portion of this project between station 1353 to station 1432.

Acting upon the advice of Mr. Young's July 21, 1964 letter which submitted the additional documentation, we are now granting authorization to proceed with actual acquisition effective this date for the remaining portion between station 1432 and station 324+72 (thru equation 1467+48 = 99+53) and authorization for relocation costs pertaining thereto, subject to the following conditions:

(1) It is required that prior to actual acquisition you will study and determine the necessity to relocate or provide access to the facilities of Northwest Pipe Line and Salt Lake Pipe Line. Consideration should be given to:

- (a) Cost of relocating the facilities and acquiring easements for the utilities outside the right-of-way and access control lines. If necessary, the cost of providing access to the easement areas via a service road should be studied.
- (b) The possibility of using locked gates to provide access to the facilities.

(2) It is required that your easement or agreement indicate full control of access between the proposed interstate highway and the existing railroad trackage of Union Pacific Railroad.

(3) Parcel 37036 (Cartwright) should not be purchased pending submission of further information and a right-of-way map covering the proposed frontage road starting just east of the Weatherby Interchange opposite station 290 to serve the Cartwright and other properties in this area. In addition it is requested that you

original To Young
7-30-64

NOTED
LLOYD P. SHAW

furnish justification of the installation of irrigation ditch at station [illegible] which is estimated to cost $4,[illegible] and serves approximately 13 acres.

RECEIVED
JUL 20 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG -3 1964
FOR FILING

I-80N-7(14)327
7325

July 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting one copy each of right of way maps, File 8B-30-4 and File 8B-30-5, for the Dobbs Ranch-Weatherby Section, Item 338, Project I-80N-7(14)327.

We hope these maps will complete the necessary documents for clearance of all requirements and permit right of way purchase for the entire project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JWN:jb

cc: W. T. Wright

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JUL 20 1964

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-7(27)327
7395

July 8, 1964

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Ore. Project I-80N-7(14)327
Bubbs Ranch - Weatherby Section
Old Oregon Trail Highway
Baker County

Dear Sir:

This will reply to your June 26, 1964, letter concerning the Bubbs Ranch - Weatherby Section. An estimate prepared by the Road Design Section in the Salem office for the access road at Weatherby Interchange has been forwarded to this office. This estimate is now a part of the liaison packet and is available for your inspection.

The irrigation pipe installation at Station 274+48, and the fact that it is covered by an existing pipe line permit has been called to the attention of the District Supervisor, and consideration will be given to this matter at the appraisal stage.

The irrigation pipe length at Station 289+40 has been reviewed and re-estimated by the Design Section at Salem, and the estimate is now part of the liaison packet.

The appraisal problem of the blending material source on Oregon-Portland Cement property has been called to the attention of the District Supervisor, and should a specialty appraiser be considered necessary, you will be consulted prior to one being hired.

The irrigation matter on the Mosey property near Station 220 has been called to the attention of the Right of Way Supervisor; and after appraisals have been completed, a determination will be made as to which method will be the most economical to pursue in settling the file.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:mk

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JUL 3 1964
FOR FILING

I-80N-7(27)307
1375

Salem, Oregon
July 2, 1964

Mr. W. T. Wright
Right of Way Engineer

BUILDING

As of June 23, 1964, we have authority from the Bureau of Public Roads to proceed with the acquisition of right of way for only the northerly unit of the Dobbs Ranch-Weatherby Section of the Old Oregon Trail Highway in Baker County.

Approval is given only for acquisition between the following stations:

Station 1333 to Station 1432.

Approval for the remaining portion of this project has been withheld until a later date.

Prefix 601-2308 - Dobbs Ranch-Weatherby

L. W. Young
Office Engineer

JAH:mb

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

REVISED PROJECT BASE DESIGN REVISED

Page 1 of __ Pages

Section BYERS RANCH - WEATHERBY Highway OLD OREGON TRAIL (FA 1) County BAKER Prefix 1-[illegible]

Res. Engr. ______ Approx. Length 7.5 Miles. Sta. 1329+65± to Sta. 325± Date 7-1-64

Trans A.D.T. 288 Traffic Coefficient 9.2 18 kip e.a. per day 201.7 .

Annual Precipitation 11"± Frost Penetration 30"± .

MAIN ROADWAY AND INTERCHANGE LEGS

(1)

Typical Soil

24 LL
2 PI
%P 10
%P200
31 %Gravel
15 %C Sand
23 %F Sand
27 %Silt
4 %Clay
38 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-2-4 (0)

MATERIAL SOURCES:
To be determined by the Engineer

NOTE:
The use of Plant Mix Bituminous Base is recommended as it is anticipated poor material will be encountered and should be upgraded.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

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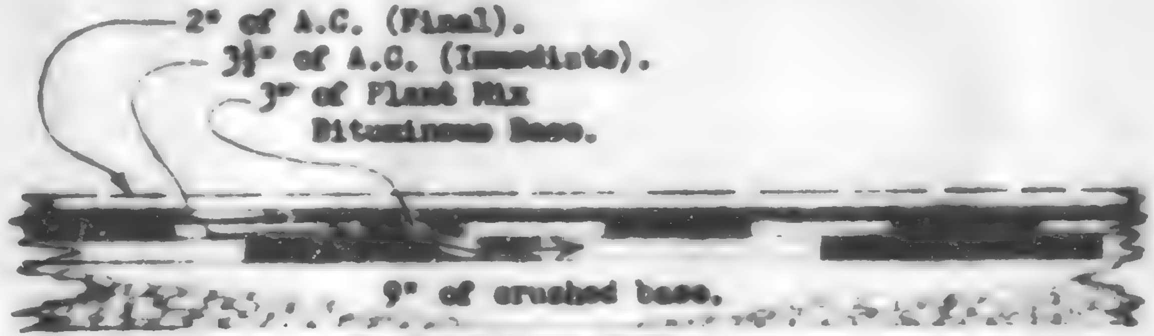
JUN 25 1970
FOR FILING

7-1-64



Rock cuts and fills
or
12" minimum Selected
Subgrade Material

County Roads, Frontage Roads, etc., Total thickness should be equal to ½ the frost penetration of 15".

CBR Total Req.	Credit	Actual Thick.	
	4	2	AC-Final
	7	3½	AC-Immed.
	3	3	PMBB
	9	9	Cr Base
23	23	17½	

RECEIVED
FOR FILING

7-1-64

NOTED
LLOYD P. SHAW

Submitted by ______
for Staff Assistant

Recommended by ______
Engineer of Materials

Recommended by ______
Construction Engineer

Approved by ______
Asst. State Highway Engineer

SECTION: BURNS RANCH - WEATHERBY

HIGHWAY: OLD OREGON TRAIL (FA 1)

COUNTY: BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. Present ADT 1950 (Total)

B. Future ADT 3800 (Total)

C. Mean ADT 2875 ($\frac{A+B}{2}$)

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 20 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 10% x (C) 2875 = 288

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 288 x (H) 100 % = 288

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.664

= 9.2

SECTION: RUPPS RANCH-WEATHERBY

HIGHWAY: OLD OREGON TRAIL (FA 1)

COUNTY: BAKER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: P.C.C. not considered due to lack of suitable materials in area.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil and A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem for A.C.

CONCLUSION AND REMARKS:

(SEE ATTACHED SHEET)

BUBBS RANCH-WEATHERBY
OLD OREGON TRAIL (FA 1)
BAKER COUNTY

P.C.C. WAS NOT CONSIDERED FOR THIS SECTION FOR THE FOLLOWING REASONS:

THE AVAILABLE KNOWN MATERIAL SOURCES ARE ALMOST DEPLETED, AND TO DATE, NEW SOURCES WHERE BOTH QUANTITY AND QUALITY CAN MEET THE JOB REQUIREMENTS HAVE NOT BEEN LOCATED.

OUR LABORATORY HAS INDICATED THAT IN USE OF LOCAL AVAILABLE MATERIAL IN STRUCTURE CONSTRUCTION THROUGHOUT THIS AREA, AN ADVERSE CHEMICAL REACTION HAS BEEN OBSERVED.

RECEIVED
JUL 1 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

June 26, 1964

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-80N-7(14)327 -
Bubbs Ranch to Weatherby Section

By our letter dated June 25, 1964 we authorized right of way acquisition on this section from the north end of the project to Station 1432. The balance of the project was not authorized because right of way maps had not been completed.

Concerning the unauthorized portion of the project, we have reviewed some of the Liaison Agent's land service justifications and will require some additional information before right of way is authorized.

The Liaison Agent recommends building 1/2 mile of access road on the east side of Burnt River to come off the east end of the Weatherby Interchange, to provide access to the rangelands of the Cartwrights and several other property owners, whose access will be cut off by the freeway. It would appear that this access road is justified, assuming that the construction cost estimate of $17,500 can be justified. It is our understanding that the State will construct this road. Therefore, in order to facilitate early right of way authorization on the balance of the project, we request a copy of the construction engineer's estimate to construct this access road and any pertinent design information concerning that road that is available.

Our review indicates that the Liaison Agent proposes that 160 feet of irrigation pipe be installed at Station 274+48 at an estimated cost of $2,011 to serve 6.35 acres of cultivated land. The existing pipe is at Station 257+40, and was installed on revokable permit. We request information as to whether or not this revokable permit would affect the before valuation of the cultivated land and whether the State is required to reestablish the irrigation facility.

The Liaison Agent also proposes that 112 feet of pipe be installed to restore irrigation to 13.39 acres of land at Station 289+40 at an estimated cost of $1670. It would appear that this land service facility is located in the middle of the proposed interchange, and

(more)

original To Young
6-30-64

NOTED
LLOYD P. SHAW

that 112 feet would be insufficient to span the area between the relocated Burnt River and the existing irrigation ditches. It is recommended the State review this proposal and provide additional information as to its location and cost.

It is our understanding that the Oregon Portland Cement Company is extracting a blending material used at their lime plant near Stations 177 to 178. It is our understanding that some of this material cannot be removed by the time the highway is constructed. In view of the recent Numas case, the State's Legal Division should determine the proper approach to valuing the needed right of way. If it is determined that an appraisal specialist is needed to value this property, please advise this office and we will authorize Federal participation in the cost of any such fee appraisal.

Concerning the Hussey property near Station 220, the Liaison Agent recommends the installation of certain irrigation facilities at an estimated cost of $514 to serve 5 1/2 acres of irrigated land. His report indicates the land will be damaged $840 if the facility is not reestablished, but even though it is reestablished, he believes the land will be damaged 50 percent. It would appear questionable to reestablish this irrigation, as there will be no access to the land from the freeway and the ranch buildings and almost all the other irrigated land on this property will be removed by the highway. Your comments are requested.

RECEIVED
JUL 1 1964
FOR FILING

I-80N-7(27)327

7325

477 Cottage Street, N.E.
Salem, Oregon - 97301

June 25, 1964

08-25.EC

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-7(14)327
Dubbs Ranch-Weatherby Section

Our May 26, 1964 program approval memorandum withheld authorization to proceed with actual acquisition of right-of-way and relocation costs pending receipt of the maps for the captioned projects.

Mr. Nash's June 9, 1964 letter and accompanying maps partially satisfies the requirements for authorization. Therefore, authorization is hereby granted effective June 25, 1964 to proceed with actual acquisition of right-of-way and relocation costs only for the portion of this project between Station 1353 to Station 1432+00. The costs obligated under this partial authorization are as follows:

Authorization		TEC	FF
Actual Acquisition Sta. 1353 to Sta. 1432	-	25,000	22,500
Relocation costs		500	400
Totals		25,500	22,900

Authorization to proceed with the remaining portion of this project will be withheld until receipt of the necessary documents and your formal request to proceed.

original To Young
6-30-64

NOTED
LLOYD P. SHAW

3-3311 Mary S. Young State Park Section 1970
near West Linn
#7396 (Retaining wall)

RECEIVED
JUN 30 1970
FOR FILING

3-3311
7396

June 25, 1970

Hal Bailey Equipment Rentals, Inc.
P. O. Box 2097
Eugene, Oregon 97402

Gentlemen:

On June 16 we wrote to you that the Commission had awarded to you Contract No. 7396 for construction of a retaining wall in the Mary S. Young State Park subject to approval of the estate of Mary S. Young.

Attorneys for the Young estate advise us that there is no provision for financing the project above the amount stated in the agreement. Inasmuch as the project cannot be financed, we have no alternative other than to cancel the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sss

cc F. D. Morgan
D. J. Barbee
I. D. Merchant
L. W. Rulien
R. P. Heintz
David Talbot
L. H. Young

RECEIVED
JUN 30 1970
FORM E-30 SCM 10-68
FOR FILING

3-3G11
7396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1970

To: Mr. Floyd Query
Secretary

SUBJECT: Mary S. Young State Park
Construction Project
Bids Opened June 4

A proposed riverfront project in Mary S. Young State Park involved financing by the State and by Mary S. Young. An agreement between the two parties provided that in the event bids on the project exceeded a certain figure, Mrs. Young would have the right to pick up the excess if she wished to have the project continued.

Since the agreement was made, Mary S. Young passed away leaving a will which failed to mention handling of any excess amount on the proposed contract. Attorneys for her estate advised me in the course of a meeting held in Portland Thursday, June 18, that the trustees cannot legally allocate any of the funds from the estate to the amount above the original agreement, and for that reason the project was dead unless the State wished to pick up the excess. This we do not wish to do.

See Adm Gifts Young

The firm of Cookingham and Maletis, attorneys for the Young probate represented by Mr. Maletis, stated they would advise us promptly by letter of this situation. We have not received such a communication but I strongly favor advising our low bidder, Hal Bailey Equipment, of our circumstances. Mr. Bailey had requested to be notified as promptly as possible since purchase of equipment is pending decision of the contract award.

I will discuss this with you at any time.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
L. H. Young
David G. Talbot
Warren Gaskill

106-1130 Woodland Dr.-Central Ave. (Coos 1970
Bay) Sec., Empire-Coos Bay Hwy.
#7397 (Grad., pav. & signal)

CIA 8230

CIA 3940

CIA 3230
CIA 3940

[illegible]

5

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NOV 15 1972
FOR FILING

7397

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Copy- Hearing 6-15-67

DATE November 16, 1972

TO FILE

See 2nd Page

FROM L.H. Young
L. H. Young
Programing Engineer

SUBJECT Location/Design Approval
Pony Slough-Woodland Drive Unit of the
Pony Slough-Central Avenue Section
Project No. S-568(-)
Empire-Coos Bay Highway (No. 243)
Coos County

This is to confirm and document the fact that the subject unit, which is the northerly end of said section, had received location/design approval by the State Highway Division prior to January 18, 1969, the effective date of current PPM 20-8, based on the following data and therefore no further approval action is required under current PPM 20-8.

1. A public hearing covering the Pony Slough-Central Avenue Section was held on June 15, 1967 in the Coos Bay City Library. This hearing fulfilled the requirements of PPM 20-8(1) which was in effect on that date.

2. The Highway Commission approved the survey for the subject project on October 1, 1968.

3. The Highway Commission approved the agreement with the City of Coos Bay December 1966.

4. The field survey and design of the project had been accomplished and final plans were 70% complete by January 1969.

5. Right-of-way map and descriptions were complete before January 1969 and a major portion of the parcels had been acquired.

This memorandum is to merely: (a) Substantiate that the Pony Slough-Central Avenue Section received location/design approval prior to January 18, 1969, as the above information encompasses the entire length of the Pony Slough-Central Avenue Section; and (b) augment the "Memo to File" of August 4, 1969, Subject: Woodland Drive-Central Avenue Section.

The subject unit, which is a portion of the overall section named under (1) above, is contiguous with Cape Arago Highway-Woodland Drive Section which received location/design approval July 13, 1970, under the secondary road plan. The two sections join near 26th Street.

JG:ed

cc: F. B. Klaboe
R. D. Asburry
Frank L. Hall
R. N. Chase
H. S. Cox
B. L. Gifford

RECEIVED
SEP 2? 1972
FOR FILING

7397

September 27, 1972

Mr. Glae C. Gould
Coos Bay Timber Operators
Post Office Box 6
North Bend, Oregon 97459

610'

Dear Mr. Gould:

In response to your letter of September 18, during the period July 13, 1970 to November 30, 1970, material was produced from your Kenstone Quarry for the Woodland Drive-Central Avenue project in Coos Bay which did meet our standard specifications. This material was obtained from the east face of that quarry and some selection was necessary.

Because it has been two years since this material was obtained and additional material may have been removed from this face; also considering the changeable nature of rock formations, further quality testing is necessary to determine whether or not material meeting our specifications could be obtained at this time.

I am enclosing copies of all the laboratory reports on material produced from the Kenstone Quarry for the Woodland Drive-Central Avenue project. These laboratory reports include eight tests run on different samples for durability, of which one sample failed and the others passed.

The daily test results from tests conducted on the project report only the gradation of the crushed aggregates and would be of no value in determining the quality of the native material. These have not been included.

If you have any questions, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

CTK:fw if
Enclosure
bc: A. E. Johnson
C. T. Keasey
J. H. Versteeg
R. A. Sandmann

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1972

SUBJECT: Assignment 610-AEJ
Letter from Glae C. Gould
Coos Bay Timber Operators

To: A. E. Johnson
Assistant State Highway Engineer

FROM: CT Keasey
C. T. Keasey
Construction Engineer

As you know, aggregates meeting our quality specifications are very scarce in our Coastal area. Most of the quarries are in marine basalts which are generally of low quality.

In the Coos Bay area, the Kenstone Quarry, owned by Glae C. Gould, Coos Bay Timber Operators, is the only one to my knowledge from which aggregate can be obtained meeting the Oregon Air Degradation Test, and even there material must be selected. In general, the east face of this quarry has, in the past, produced good quality aggregates, and this material was used on the Woodland Drive-Central Avenue Section in Coos Bay in 1970. The other faces of the quarry are of generally lower grade material which will not meet our specifications.

Due to vagaries of rock formations and the fact that we have apparently not tested this source since November, 1970 and other material has no doubt been removed since that time, I can only say that during the period July 13, 1970 to November 30, 1970, we did obtain material from the east face of the Kenstone quarry which met our standard specifications.

Because of the high cost of specification aggregates in the Coos Bay area, we have made it a practice to design around a lower quality material which, either by increasing surfacing depth or upgrading with cement, would give us the required base strength. This practice has enabled other quarry operators to bid on projects and has reduced prices through competition.

Mr. Gould has been very critical of this practice and would like to have all of our business for himself. As you requested, I am attaching a rough draft reply to Mr. Gould with copies of laboratory reports from the Woodland Drive-Central Avenue project.

RECEIVED
SEP 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Enc.
SP*82475-734
cc: J. H. Versteeg
R. A. Sandmann

COOS BAY TIMBER OPERATORS

KENSTONE QUARRY

ROCK PRODUCTS
To Meet Your Specifications

KENROCK QUARRY

TELEPHONE 756-6254
P. O. BOX G -:- NORTH BEND, OREGON 97459

RECEIVED
STATE HWY ENGR
SEP 1 9'72
REFER TO
FOR
Info R/D D/R Act File

September 18, 1972

Mr. F. R. Klaboe, Deputy State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Klaboe:

This letter is to more clearly state my wish and was advised by you by phone 10:30AM September 18, 1972.

I have on hand a letter from you dated January 21, 1972 which is not adequate to describe the material produced from one of our three quarries for the Woodland Drive Central Avenue Section in Coos Bay Contract 7397. It does describe the specification which were required and which permitted a 4" height.

What I would like to have, would be the copies of daily testing which must be in Roseburg office and which I have not been able to secure as yet.

Bobby Johnson the resident engineer, for the above job has stated, when I read your letter to them at Woodburn, that this rock which went into contract 7397 was as good as any in the state. Thought you could get his assurance of this and hence a letter to me to this effect. The competition has been endeavoring to slight this source and presently Coos County Highway Dept. is contemplating the purchase of most all of their rock and need proof of quality rock from this source.

Thank you for your cooperation.

Routing
Keasey
Bond
Walker
Johnson
RECEIVED
SEP 20 1972
CONSTRUCTION SECTION

Respectfully,

Glae C. Gould

Glae C. Gould

RECEIVED
JUN 14 1972
FOR FILING

7397

June 12, 1972

bc George M. Baldwin
Floyd Query
Tom Edwards
F. B. Klaboe
C. T. Keasey
J. H. Versteeg (enc.)
Bobby Johnson

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

558

Gentlemen:

We have accumulated a considerable file of correspondence concerning the claim from the Coos Bay-North Bend Water Board for damages to its facilities incurred during September, October and November, 1970 during your operations on the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway, Contract No. 7397.

While we make no effort to determine the validity of a claim, review of the file and discussion with our field people seems to indicate quite clearly that this claim falls under the provisions of Section 107.19 of the Standard Specifications.

Please contact the Coos Bay-North Bend Water Board and attempt to resolve this claim consisting of eight separate invoices totaling $625.98. The validity of any portion of this claim should be resolved with the Water Board during your discussions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

cc Victor S. Risley Company
St. Paul Fire and Marine
Insurance Company

CTK:fw ja

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1972

SUBJECT: Assignment AEJ-558
Damage to Coos Bay North Bend
Water Board Facilities
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway
Contract No. 7397
S. D. Spencer & Son, Contractor

To: A. E. Johnson
Assistant State Highway Engineer

FROM: T Keasey
C. T. Keasey
Construction Engineer

Attached is a rough draft letter to S. D. Spencer and Son requesting that they get together with the Coos Bay North Bend Water Board and attempt to resolve the Water Board's claim for damages amounting to $625.98 to their water system facilities on the subject project.

I have discussed this claim with John Holcomb, former Region Utility Liaison Engineer for Region 3, and he feels that this is a legitimate claim against the contractor.

RECEIVED
JUN [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
Attach.

SP*52475-724

RECEIVED
JUN 2 - 1972
FOR FILING

7397

June 2, 1972

St. Paul Fire and Marine Ins. Co.
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $10,260 will be made to George D. Spencer dba G. D. Spencer and Son on Contract No. 7397 for work on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $638,832.94 including the post-final payment. Of the total $13,623.24 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc George D. Spencer
dba G. D. Spencer & Son
4614 NE 72nd Ave.
Vancouver, Washington 98661

Victor S. Risley Co.
804 Board of Trade Building
Portland, Oregon 97204

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
J. E. Versteeg

RECEIVED
MAY 26 1972
FOR FILING

7397

May 26, 1972

Coos Bay-North Bend Water Board
P. O. Box 539
Coos Bay, Oregon 97420

Attention: C. W. Hackard
Manager

Gentlemen:

This morning we received your letter of May 25 in which you requested payment in the amount of $625.98 for damage to water system facilities by S. D. Spencer & Son while working on Contract No. 7397.

Your letter, the billing that was attached to it, as well as the copies of correspondence are being forwarded to the office of the Administrator of Highways for consideration.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

cc George M. Baldwin, Administrator of Highways

COOS BAY-NORTH BEND WATER BOARD

2305 OCEAN BLVD., COOS BAY, OREGON 97420
PHONE 267-3128

2009 UNION AVENUE, NORTH BEND, OREGON 97459
PHONE 756-4611

C. W. HECKARD, Manager

REPLY TO
P. O. BOX 539
COOS BAY, OREGON 97420

May 25, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Dear Sir:

Please forward to us the outstanding amount ($625.98) owing us on Contract No. 7397 which was the cost of repairs to damaged water system facilities owned by us and damaged by Contractor S. D. Spencer under your direction.

Please note by the enclosed documents that we have had no response from the contractor, nor his bonding agent, on this matter. We are therefore holding you responsible for satisfaction of the costs incurred because of the irresponsible action of a contractor under your supervision.

Very truly yours,

CW Heckard

C. W. Heckard, Manager

ec
Enclosures

[illegible]
STATE HIGHWAY [illegible]

April 26, 1972

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Attention Mr. Vern C. Kirby

Gentlemen:

We are in receipt of your letter copy of April 25, 1972, to the Oregon State Highway Division regarding claims on repair of water systems damaged in the process of execution of Contract No. 7397.

Please note that we have not included the costs of all repairs caused by your equipment damage. We have charged only in those cases that are documented individually in our operation supervisor's diary, and were in the following category:

A. Locations were marked on the ground.

B. Such locations were pointed out to the contractor by Water Board personnel.

C. Water systems were inadvertently damaged by contractor equipment.

In addition to this our man was available at any time upon telephone call and by radio dispatch to further identify and answer questions on water system locations at no cost to the contractor.

The questions about depth of water facilities and grades on each item had been investigated and discussed by the State, Water Board and contractor. There was no need to rip up water systems in this project.

We appreciate the fine cooperation we had with S. D. Spencer on relocating our Filter Plant access road. It is much better than it was before the project construction. Please note, however, that the details of the new design ruined our old driveway, Spencer received thousands of cubic yards of needed fill material close at hand at no additional cost, and used Water Board land for a number of months at no cost as a gravel and equipment storage site. We are happy to have the new road, but we don't think that S. D. Spencer lost any money

COPY

on building it for us. There was nothing in that negotiation that said we would pick up the cost of careless water system damage.

Valve boxes are originally set and adjusted to grade by the Water Board at no cost to the contractor. If through negligence they are pushed out of alignment, hooked, broken or paved over, we charge the contractor for correcting such damage. Our documents show that in only those cases the contractor was billed.

We are in no way attempting to be critical or unfair in our dealing with the contractor in this case. Contrariwise, we felt that we had good relations with the contractor who was diligent and careful most of the time. The low total cost of damage is evidence to this. However, uncalled for damage did occur which became necessary for us to repair in order to keep our customers in service. We expect to be reimbursed for this.

Please forward the outstanding amount of $625.98 at an early date.

Very truly yours,

COOS BAY-NORTH BEND WATER BOARD

C. W. Heckard, Manager

cc

cc: Floyd Query
Bobby D. Johnson
Victor S. Risley Co.
St. Paul Fire and Marine Insurance Co.

COPY

RECEIVED
JUN 16 1972

FOR FILING

7397

#4

May 18, 1972

George D. Spencer
dba G. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for an extension of time of 76 days on Contract No. 7397 for work on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted an extension of 68 days, applicable to both Units A and B, without assessment of liquidated damages. This leaves 8 days liquidated damages on Unit A.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc C. T. Keasey
V. E. Skoog
J. N. Versteeg
Bobby Johnson

RECEIVED
MAY 1 - 1972
FOR FILING

7397

DATE April 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 4
May 16 Meeting

S. D. Spencer and Son, contractor on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County, Contract No. 7397, has requested a 76-day extension of the contract time. The contractor lists eight reasons which can be summarized as delay from utility adjustments, force account work added, Price Agreement added for granular backfill, overrun in foundation excavation and related subdrainage items, a strike by Operating Engineers, and design changes in a retaining wall.

The contract time count started July 8, 1970 with 140 calendar days allowed for completion of all work except a signal (Unit "A") for which an additional 40 calendar days were allowed (Unit "B"). The early phase was completed June 29, 1971 and the signal work was completed on July 2, 1971 with 76 days liquidated damages deducted under Unit "A" at $150 per day, plus 2 days under Unit "B" at $30 per day for a total of $11,460 after allowing for a winter "stop work"r period ordered by the Engineer.

We find several valid reasons for extension. These are relocation of power and telephone utilities, extra work orders for imported granular backfill and unanticipated sewer line adjustments, quantity overruns in Embankment Foundation Excavation and related perforated pipe and filter material in wet subgrade areas, an operators' strike and an ordered shutdown over Labor Day weekend while time was charged.

These collectively justify a 68-day extension applicable to both Unit "A" and "B". This will leave 8 days liquidated damages in effect on Unit "A" for a total of $1,200. This was a State project.

This matter will be on the agenda for your consideration at the May 16 meeting.

JAB:fw cg

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
J. H. Versteeg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

CALENDAR DAYS

Increase in Number of ~~Workdays~~

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of calendar days ~~workday~~s within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7397 Contractor S. D. Spencer & Son

Highway Empire-Coos Bay

Section Woodland Drive-Central Avenue

Kind of Work Grading, Paving and Signal

It is recommended that the request for increase in the number of calendar days ~~workdays~~ within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 68 days applicable to Units "A" and "B" for relocation of power and telephone utilities, extra orders for imported granular backfill and unanticipated sewer line adjustments, quantity overruns in Embankment Foundation Excavation and related perforated pipe and filter material in wet subgrade areas, an operators' strike and an ordered shutdown over Labor Day weekend while time was charged.

Recommended for Approval:

John W. [illegible]
Division Engineer

[illegible] A. Bond
for Construction Engineer or Bridge Engineer

[illegible] Johnson
Asst
State Highway Engineer

Contract No. 7397
Project designation State (State-Federal)
Date awarded 6-24-70
Work started 7-16-70
Per cent completed (A) 100% (B) 100% (Date)
No. of Calendar Days ~~Workdays~~ Allowed (A) 140 (B) 180
No. of Calendar Days ~~Workdays~~ Used (A) 218 (B) 218
No. of Added Calendar Days ~~Workdays~~ Requested (A) 76 (B) 38

State Printing 37920

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 8, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 180 days to 218 days, within which to complete our Contract No. 7397, without the assessment of liquidated damages. The said contract is described as follows: Woodland Drive-Central Avenue Signal

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED DETAIL LETTERS

Respectfully submitted,

S. D. SPENCER & SON
Contractor

By George D. Spencer
George D. Spencer, Owner

CONSENT OF SURETY

Date Dec 23, 1971

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ calendar days remained as stipulated in the original agreement.

Victor S Risley
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 13, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM C. T. Keasey, Construction Engineer
By
John A. Bond, Construction Administration Engineer

SUBJECT Request for Time Extension
Woodland Drive-Central Avenue (Coos Bay) Section
Contract No. 7397

S. D. Spencer and Son requests a 76-day extension of the contract time listing eight reasons. These reasons can be summarized as delay from utility adjustments, force account work added, Price Agreement added for granular backfill, an overrun in foundation excavation and related subdrainage items, a strike by Operating Engineers, and design changes in a retaining wall. The Resident Engineer has made a comprehensive analysis of these reasons and recommends extensions for five of them.

The contract time count started June 8, 1970 with 140 calendar days allowed for completion of all work except a signal for which an additional 40 days was allowed. The project was not completed in 1970 and went into an ordered winter stop work period with the early phase completed June 29, 1971 and the signal work only 3 days later on July 2, 1971 with 76 days liquidated damages deducted under Unit "A" at $150 per day plus 2 days under Unit "B" at $30 per day for a total of $11,460 liquidated damages.

The time allowed on this project was very short. This was why it was deliberately expressed in straight calendar days to encourage completion of the project toward the end of 1970. I recall when the contract time was set we had considerable discussion about it here and with the Region people and arrived at the conclusion to try to get it done in 1970. The contract amount is over $623,000 so it was a sizable project to accomplish in the time allowed and there was no "cushion" in the available time for unforeseen delays or added work.

We therefore concur with the Resident and Region recommendation for a 68-day time extension and applicable to both units. This would leave 8 days liquidated damages in effect on Unit "A" for a total of $1,200. This was a State project. A rough draft letter to the Highway Commission is enclosed.

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

AREA CODES: VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue • Phones: Vancouver 693-4719 • Portland, 285-9232
VANCOUVER, WASHINGTON 98661

December 8, 1971

Mr. Bobby D. Johnson, Res. Engr.
Oregon State Highway Dept.
P. O. Box 336
Coquille, Oregon 97423

Re: OSHD Contract #7397
Woodland Drive/Central Avenue

Dear Sir:

We submit herewith our request for a time extension on subject contract.

It should be noted that we have taken a number of items with the individual lost time on each and the accumulated total is 185 days. It must be noted that the majority of the instances of lost time occurred during the construction season. Undeniably some occurred simultaneously, or work was performed on some concurrently, the exact sequence we have not attempted to aline.

We request you review each item individually and its effect on the project at time of occurance in making your determination. We summarize herein after all items with detail of each attached hereto:

Oregon ↓

1.) Relocation of Local Utilities, July 21, 1970 thru July 26, 1970. Seven (7) days lost time. 17½

2.) Force Account Work, Nos. 2, 3, 4, and 5 - July 28, 1970 thru May, 1971. Thirty (30) days lost time. 7½

3.) Selected Granular Material - Failure to yield. Thirty (30) days lost time. 8

4.) Foundation Excavation - Added quantity July, 1970 thru September, 1970. Forty Two (42) days lost time. 25

5.) Strike by Operating Engineers Local 701, November 30, 1970 thru December 4, 1970. Seven (7) days lost time. 7

6.) Relocation of 18 inch water main. Nineteen (19) days lost time. 0 (in 1)

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DATE 12-10-71
AT COQUILLE
RESIDENT ENGINEERS OFFICE

7.) Design Changes to Retaining Wall No. 1. Twenty (20) days lost time. 0

8.) Extreme overrun of Perforated Pipe. Thirty (30[illegible]ys lost time. 0 (in #4)

In summation of the above it appears that our request for an extension of time is reasonable. Therefore, we respectfully request your approval.

Very truly yours,

George D. Spencer

George D. Spencer
S. D. Spencer & Son

GDS/jl

Ens. (9)

RECEIVED
DATE 12-10-71
AT COQUILLE
RESIDENT ENGINEERS OFFICE

I.1 RELOCATION OF LOCAL UTILITIES - OSHD Contract #7397
July 21 thru July 26, 1970

At the outset of the project we encountered power, telephone, and television lines on the "WA" Line that halted clearing operations. These lines were so low that clearing and grubbing equipment required, could not operate.

At the prejob conference we had been assured the utilitie Companies would have all lines clear of the project limits. As a result of failure to do so we lost one week waiting for the various companies to move their individual lines.

In view of the above we request an extension of time, of 7 calendar days.

2.1 FORCE ACCOUNT WORK, Numbers 2, 3, 4, & 5 - OSHD Contract #7397

These force accounts covered relocating, lowering or repairing of sewer lines and water lines that were not shown on contract drawings and were not known to the Resident Engineer.

In every case these lines were encountered above subgrade elevation and always interferred with grading equipment. When a line was encountered either it became necessary to halt construction entirely in that area, or work around and thru the spot at a reduced rate of progress.

As an example a sewer line was encountered during construction of the "EA" Line and we had to work thru this area in order to continue working. This interferrence delayed us a total of 7 calendar days and is only one instance of the work delay caused by unkown utility lines.

Using our daily work reports beginning on July 28, 1970 and extending through May, 1971 we suffered a loss of 21 work days or 30 calendar days. We have attempted to separate those instances where grading progress suffered and not include instances where job progress was not seriouldy hindered.

We therefore request an extension of contract time in the amount of 30 calendar days.

3.) SELECTED GRANULAR MATERIAL - OSHD Contract #7397

The above material is shown on the contract drawings as being available on the project form the only major cut. As said cut was removed it became evident that the selected material was non-existant and would have to be imported from a source off the project.

Furthermore, the method of excavating and hauling this material had to be changed from earthmovers to trucks and loader. Instead of being on the project, selected material was imported a distance of one mile, and as a result Price Agreement No. 3 was reached to compensate the added expense. This Price Agreement does not however allow for additional time required to haul said selected material.

This materiel was hauled and placed at different times such that we had lost time in the amount of 30 dalendar days, we therefore request an extension of time in this amount.

4.1 ADDED FOUNDATION EXCAVATION - OSHD Contract #7397

Foundation excavation was removed from that area shown on contract drawings to limits designated by the Engineer. After this amount had been removed it was visually evident that additional material would have to be removed to provide a stable foundation for the major fill on the project.

The added excavation was such that all had to be removed with dragline or backhoe and a continuity of progress could not be maintained. We started removal on July 28, 1970 and were not able to fully complete until September 19, 1970. Overrun of quantity is 61 percent and removal could not be in a continous progressive manner. We had originally programmed 15 days to complete this item whereas 57 days elapsed before completion.

In view of the above we hereby request an extension of time in the amount of 42 calendar days.

5.1 STRIKE BY UNION LOCAL 701 OPERATING ENGINEERS - OSHD Cont. #7397

On November 30, 1970 at 11:45 A. M. the above union local instigated a strike against our project as Coos Bay. The Resident Engineer was immediately, verbally, advised and on December 3, 1970 a letter was sent advising we were still attempting to settle this dispute.

Picketts were not maintained atthe site, however the Business Agent, W. C. Newton, made periodic visits throughout each day and instructed all members of the Operating Engineers that they were not to work even though we called for them to report for work. This procedure was continued until noon on December 4, 1970.

On December 3, 1970, Newton refused to allow any operators to report even though we had been ordered to repair Ocean Blvd. sufficient to allow safe public travel.

As a direct result of this action by Union Local 701 we were not able to accomplish any work on this projcet for 7 calendar days, we therefore request an extension of our contract time by this amount.

6.) RELOCATION OF 18 INCH WATER MAIN – OSHD Contract #7397

The location of this water main was changed from that shown on the contract drawings to a position in the center of the street.

This change was initiated by the Resident Engineer with full anticipation of expiditing said relocation. As this work progressed we lost access to more and more grading area and had to confine our activities to short sections, or work thru the Water Board crew at a greatly reduced rate. The cooperation extended the Resident Engineer by the local Water Board was not good and as a result thereof we lost much valuable grading time.

To the best of our ability we have determined a loss of 19 calendar days while waiting for said line relocation through the new subgrade, and hereby request an extension of our contract time by that amount.

7.1 DESIGN CHANGES TO RETAINING WALL NO. 1 - OSHD Contract #7397

Due to a requirement that retaining wall No. 1 at Station 121+53 be redesigned to accomodate a higher and longer cut bank we lost time in the amount of 9 calendar days while awaiting new dimensions; thereafter we had to reorder reinforcing steel, make and/or modify forms for an additional 9 calendar days before any further progress was apparent in the erection of this wall. Furthermore, this delay caused us to have to accomplish backfill under adverse weather and soil conditions, resulting in 2 extra days time to accomplish said backfilling. We therefore request and extension of contract time in the amount of 20 calenday days.

8.1 OVERRUN OF PERFORATED PIPE - OSHD Contract #7397

The original bid quantity of this item was 210 lineal feet, we actually installed 3,671 lineal feet. During July, 1970 our records indicate we were buying this material from two suppliers simultaneously to minimize delay on the project.

In view of this excessive overrun and the undeniable latent effect on the project we request an extension to our contract in the amount of 30 calendar days.

RECEIVED
MAY 1 - 1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 27, 1972

TO D. H. Moehring
Right of Way Engineer

7397

FROM C. T. Keasey
Construction Engineer

SUBJECT Right of Way Encroachment
Coos Bay-North Bend Water Board Property
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway

During the construction of the subject section, encroachments were made for slopes on property owned by the Coos Bay-North Bend Water Board who at the time did not object to the encroachments. Now, however, the Water Board wishes to subdivide and sell this excess property for development and they have requested that the State purchase those additional parcels which contain the encroachment area.

Since protection of these slopes is necessary for maintenance of the highway, I recommend that the parcels be acquired. Would you please have descriptions prepared as requested by the Region and take necessary action for negotiation and acquisition.

NOTED
A. E. JOHNSON

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
Enc.
cc A. E. Johnson
J. H. Versteeg

Approved 4-28-72
Asst. State Hwy. Engr.

Cy Moehring
4-28-72

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 25, 1972

SUBJECT: Coos Bay-North Bend Water Board
Woodland Dr.-Central Ave. Sec.
Empire-Coos Bay Highway
Coos County

To: C. T. Keasey
Construction Engineer
SALEM

Attached hereto are correspondence and sketches showing encroachments on property owned jointly by the cities of Coos Bay and North Bend through the Coos Bay-North Bend Water Board.

These encroachments were caused by the recent construction of the above subject section.

The Water Board now wishes to subdivide and sell this property. They wish the property to be free of these encroachments and have requested that the State purchase those additional parcels which encompass the encroachment area.

District and Region concur with this request and I suggest that you have appropriate descriptions made and take necessary action to have the Right of Way Section neogitate for this acquisition.

J H Versteeg
J. H. VERSTEEG
Region Engineer

APPROVED
T Keasey
Construction Engineer

JEH/cw
Attach.

Routing
I Keasey K
RECEIVED
APR 26 1972
CONSTRUCTION SECTION
Bond
Walker
Johnsen
Pease E
Glenn
Litchfield
Berg

[illegible]

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
March 31, 1972

SUBJECT: Water Board Property
City of Coos Bay
Ocean Blvd
R/W File 41654

To: Mr. J. H. Versteeg
Region Engineer
Roseburg, Oregon

At your request I contacted Mr. C. W. Heckard regarding certain encroachments on Water Board property.

I learned from Mr. Heckard that the Water Board would like to sell that part located east of the highway. He is not sure whether it would be the total piece or lot size. In any event Mr. Heckard would like the property to be free and clear of any encumbrances represented by the encroachments.

A plan was presented which shows a way that the matter could be resolved. Mr. Heckard has laid out a possible subdivision of the property excluding certain land which he feels the State should purchase. The lots of the proposed subdivision are outlined in brown on the attached sketch. The red shaded areas are those Mr. Heckard feels the State should buy.

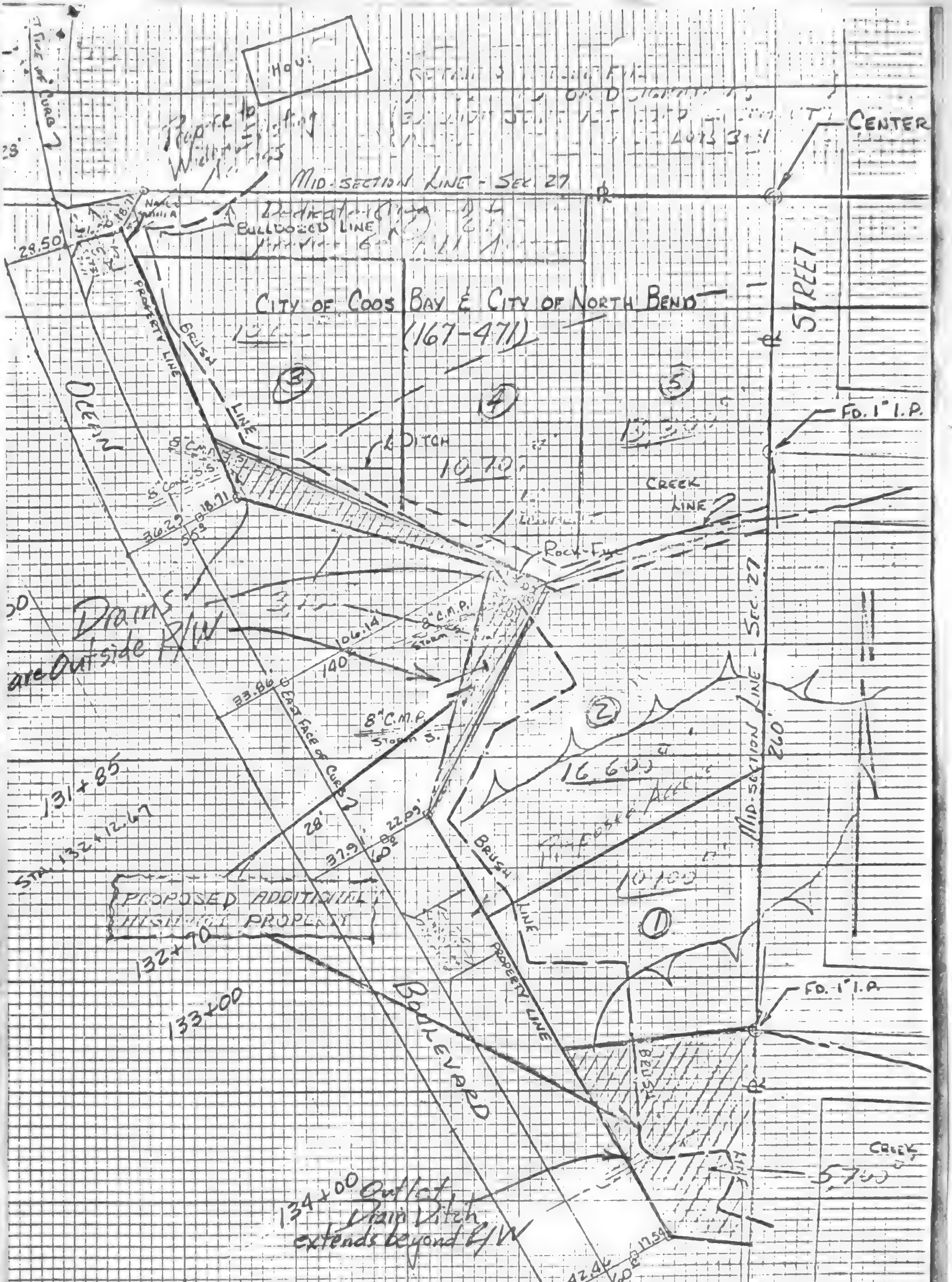
I inspected the area to determine if the drainage encroachments could be adjusted to fit within the existing R/W. I could see no way that they could be adjusted without going to considerable expense and possibly introducing problems which do not exist at the present time.

The area south of Lot 1 that Heckard proposes the State buy is very brushy and steep ground and not readily useable for a building site.

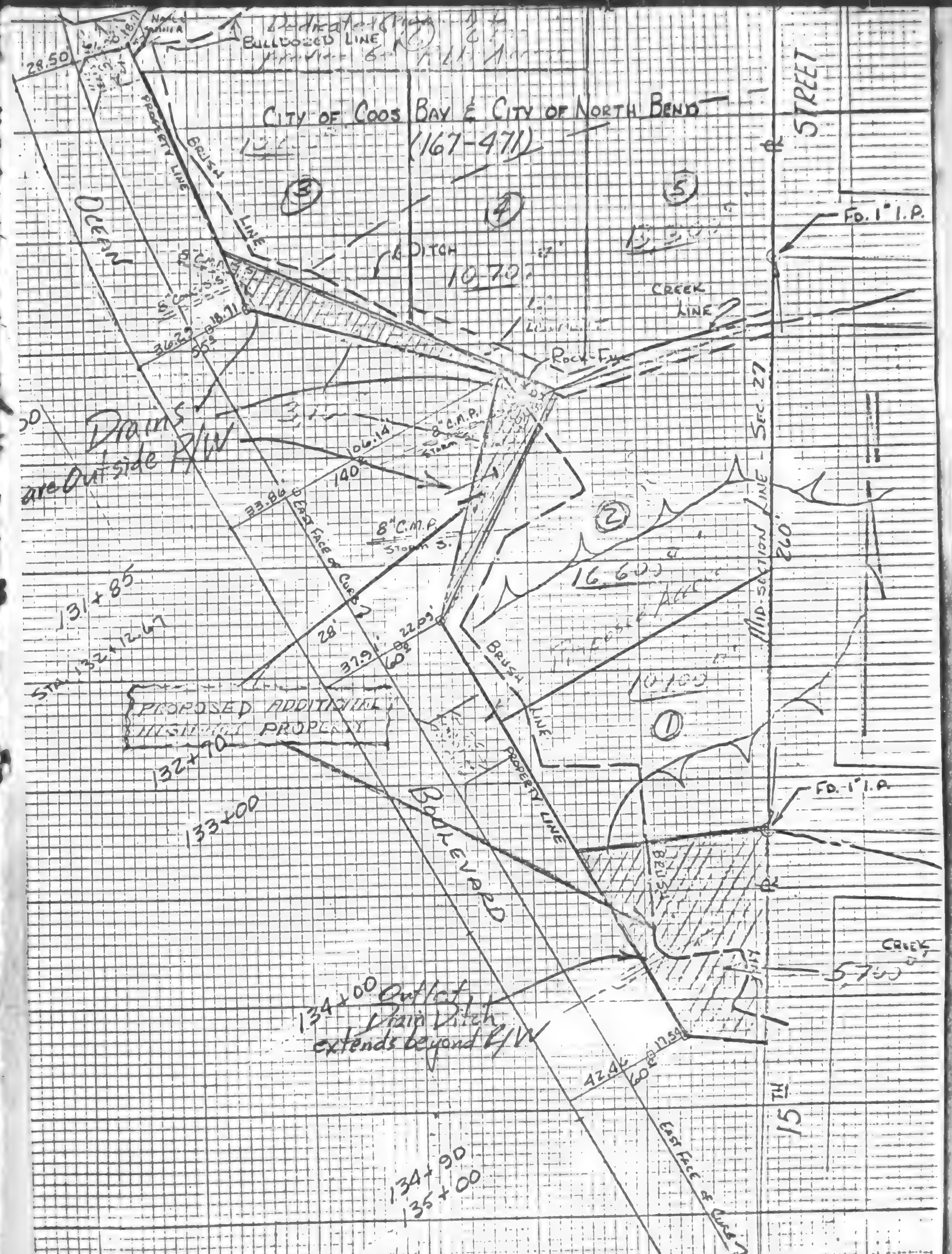
Robert A. Sandmann
District Engineer

ROSEBURG DI[illegible]
RECE[illegible]
APR - 3 1972
Q
Assign ____ For ____
Reply ____ Action ____

RAS:bb
Attachment



HOU
Prepare to Widen Existing
MID-SECTION LINE - SEC 27
CENTER
BULLDOZED LINE
28.50
18.71
CITY OF COOS BAY & CITY OF NORTH BEND
(167-471)
STREET
③
④
⑤
PROPERTY LINE
BRUSH LINE
OCEAN
8" C.M.P.
8" Conc. S.S.
℄ DITCH
10,70
Fo. 1" I.P.
CREEK LINE
36.29
18.71
ROCK FILL
Drains are Outside R/W
8" C.M.P. Storm
106.14
140
33.86
EAST FACE OF CURB
②
8" C.M.P. Storm S.
16,600
MID-SECTION LINE SEC. 27
260'
131+85
STA. 132+12.67
28'
37.91
22.09
60'
BRUSH LINE
PROPOSED ADDITIONAL HIGHWAY PROPERTY
①
132+70
PROPERTY LINE
133+00
BOULEVARD
Fo. 1" I.P.
BRUSH
CREEK
5,700
134+00 Outlet Main Ditch extends beyond R/W
42.46
60'
17.54
15TH


CITY OF COOS BAY & CITY OF NORTH BEND
(167-471)
BULLDOZED LINE
28.50
18.71
PROPERTY LINE
BRUSH LINE
OCEAN
BOULEVARD
15TH STREET
③
④
⑤
②
①
FD. 1" I.P.
Ditch
10.70
CREEK LINE
Rock Fx
8" C.M.P.
8" Conc. S.S.
36.29
18.71
55
Drains are Outside R/W
8" C.M.P. Storm
06.14
140
33.86
East Face of Curb
8" C.M.P. Storm S.
16.60
Sec. 27
Mid-Section Line
220
131+85
Sta. 132+12.67
28'
22.09
37.9
60
Brush Line
PROPOSED ADDITIONAL HIGHWAY PROPERTY
132+70
Property Line
133+00
FD. 1" I.P.
Brush
Creek
5.70
134+00 Outlet Drain Ditch extends beyond R/W
42.46
60
12.54
East Face of Curb
134+90
135+00
28'

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 21, 1972

SUBJECT: Water Board Property
City of Coos Bay
Ocean Blvd.

To: Robert Sandmann
District Engineer

Attached is a map showing the encroachment on the Coos Bay Water Board Property by our recent construction project. Please meet with Mr. C. W. Heckard and work a satisfactory solution to the problem if you can. They are not unduly excited about the problem but would just like to resolve it.

J H Versteeg
J. H. VERSTEEG
Region Engineer

JHV:kf

DISTRICT 7
MAINTENANCE OFFICE
RECEIVED

MAR 32 1972

☒ DE ☐ ADE ☑ DO

RECEIVED
MAY 4 - 1972

FOR FILING

7397

April 26, 1972

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Attention Mr. Vern C. Kirby

Gentlemen:

We are in receipt of your letter copy of April 25, 1972, to the Oregon State Highway Division regarding claims on repair of water systems damaged in the process of execution of Contract No. 7397.

Please note that we have not included the costs of all repairs caused by your equipment damage. We have charged only in those cases that are documented individually in our operation supervisor's diary, and were in the following category:

A. Locations were marked on the ground.

B. Such locations were pointed out to the contractor by Water Board personnel.

C. Water systems were inadvertently damaged by contractor equipment.

In addition to this our man was available at any time upon telephone call and by radio dispatch to further identify and answer questions on water system locations at no cost to the contractor.

The questions about depth of water facilities and grades on each item had been investigated and discussed by the State, Water Board and contractor. There was no need to rip up water systems in this project.

We appreciate the fine cooperation we had with S. D. Spencer on relocating our Filter Plant access road. It is much better than it was before the project construction. Please note, however, that the details of the new design ruined our old driveway, Spencer received thousands of cubic yards of needed fill material close at hand at no additional cost, and used Water Board land for a number of months at no cost as a gravel and equipment storage site. We are happy to have the new road, but we don't think that S. D. Spencer lost any money

NOTED
LOYD QUERY

Cec

COPY

NOTED
C. W. HEAD

on building it for us. There was nothing in that negotiation that said we would pick up the cost of careless water system damage.

Valve boxes are originally set and adjusted to grade by the Water Board at no cost to the contractor. If through negligence they are pushed out of alignment, hooked, broken or paved over, we charge the contractor for correcting such damage. Our documents show that in only these cases the contractor was billed.

We are in no way attempting to be critical or unfair in our dealing with the contractor in this case. Contrariwise, we felt that we had good relations with the contractor who was diligent and careful most of the time. The low total cost of damage is evidence to this. However, uncalled for damage did occur which became necessary for us to repair in order to keep our customers in service. We expect to be reimbursed for this.

Please forward the outstanding amount of $625.98 at an early date.

Very truly yours,

COOS BAY-NORTH BEND WATER BOARD

C. W. Heckard, Manager

ec

cc: Floyd Query ✓
Bobby D. Johnson
Victor S. Risley Co.
St. Paul Fire and Marine Insurance Co.

RECEIVED
MAY 1 - 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED

FOR FILING

7397

April 25, 1972

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Attention: Vern C. Kirby

Gentlemen:

This is in reply to your letter of April 24, 1972, concerning the Coos Bay-North Bend Water Board's claim against Contract No. 7397.

We have a standard procedure for handling of claims which are filed with us against contracts. We acknowledge receipt of the claim, advise the claimant of his rights under the Law, and notify the surety and the contractor that the claim has been received.

We make no effort to determine the validity of a claim for the reason that some claims are controversial.

Our attitude in regard to claims is one of complete impartiality, and as far as we are concerned the filing of a claim does not necessarily impair a contractor's record with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire and Marine Insurance Co.
Victor S. Risley Co.
Coos Bay-North Bend Water Board

CWH:fkn

AR. CODES - VANCOUVER 206, PORTLAN 03 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ● Phones: Vancouver 693-4719 ● Portland, 285-9232
VANCOUVER, WASHINGTON 98661

April 24, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Re: OSHD Contract #7397
Woodland Dr.-Central Avenue

Gentlemen:

This letter acknowledges receipt of a copy of a letter to Coos Bay-North Bend Water Board dated April 17, 1972, regarding non-payment of a claim for damages to the water system on the above contract.

Be advised we hereby protest consideration of this claim for payment. We have made repeated attempts to contact Mr. C. W. Heckard of this Water Board to resolve this question. Our latest attempt was on April 18, 1972 and as usual Mr. Heckard elected to ignore our request of a return telephone call.

We were assured at the pre-job conference for this project that all water lines and mains were, or would be, located at least 30 inches below subgrade. This is not the case, in actuality, we found the Water Board reluctant to cooperate in advising locations and depths of mains and service taps. As an example only, the six inch main referred to on invoice no. 3593 dated November 19, 1970, was broken because we did not know and could not find out the exact location and depth. We were still one foot above subgrade elevation when said main was encountered, yet it was to be 2½ feet below subgrade elevation. The same condition holds true for invoice no. 3602. Why this contractor should have to pay for re-adjustment of valve boxes, invoice no. 3635, we cannot understand. There is no such provision in the contract, and if the elevations supplied to the State of Oregon by the water board were not compatiable with the final grades then that becomes a problem for the Water Board, not us.

We call to your attention that most of the invoices are for house service lines and the number broken, compared to the total number of crossings, are few indeed. Had we not been exercising more than normal care, a greater number would have been damaged.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

We believe wewere diligent in every effort to minimize damage to this water system during construction of this contract. We also believe damage would have been further reduced had the Water Board complied with its commitments made at the pre-job conference. We even went so far as to build and maintain an all weather road into their reservior, sufficient for concrete trucks, to prevent possible damage to the main supply line.

Inview of the above we hereby request this claim be denied without further consideration.

Very truly yours,

V Kirby
Vern C. Kirby
S. D. Spencer & Son

VCK:jl

cc: St. Paul Fire & Insurance Co
Victor S. Risely Co.
Bobby D. Johnson, Res. Engr.

RECEIVED
APR 25 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 - 1972
FOR FILING

7397

4659

FILED
APR 18 1972
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 17, 1972

Coos Bay-North Bend Water Board
P. O. Box 539
Coos Bay, Oregon 97420

NOTED ON CARD
RL 4-28-72

Attention: Phil A. Matson
Office Manager

Gentlemen:

This is to acknowledge receipt of your claim letter of April 11 with attached copies of billings in the amount of $625.98 for costs incurred by you for repair of damages to the water system caused by S. D. Spencer and Son.

From the description given in your letter this appears to be reference to our S. D. Spencer and Son Contract No. 7397 for work on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company, 804 Board of Trade Building, Portland, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Cc ✓

cc St. Paul Fire and Marine Insurance Co.
Victor S. Risley Co.
S. D. Spencer and Son
bc Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

COOS BAY-NORTH BEND WATER BOARD

2305 OCEAN BLVD., COOS BAY, OREGON 97420
PHONE 267-3128

2009 UNION AVENUE, NORTH BEND, OREGON 97459
PHONE 756-4611

OFFICE OF
ACCOUNTING DEPARTMENT

REPLY TO
P. O. BOX 539
COOS BAY, OREGON 97420

April 11, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Gentlemen;

We herewith present our claim in the amount of $625.98 for costs incurred by us in repair of damages to the water system caused by S. D. Spencer and Son while working on your Ocean Blvd. Highway Project in Coos Bay. We request that payment of these charges be made prior to releasing the Spencer Co. from their obligations under the contract.

This notice and the enclosed copies of the billings along with two letters previously mailed to your Project Engineer are being directed to you on advice of Mr. John Holcomb of your Roseburg office.

The billings have been repeatedly mailed to Spencer and Son but have as yet received no response from them on this matter.

We regret the necessity of this action, but our responsibility to our customers require that we recover these costs from the party responsible to avoid having the customers subsidize this contractor.

Sincerely yours,

Phil A. Matson

Phil A. Matson, Office Manager

PAM/bc

Enclosures

RECEIVED
APR 12 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

December 3, 1971

COPY

Oregon State Highway Department
P. O. Box 336
Coquille, Oregon 97423

Attention Mr. Bobby D. Johnson, Resident Engineer

Gentlemen:

We are forwarding herewith a copy of our letter of September 23, 1971 as well as the invoices related thereto.

Please note that we have had no communication from S. D. Spencer and Sons regarding this matter.

May we have your advice on collection, including project payment status report. We hope payment will be forthcoming at an early date.

Very truly yours,

C. W. Heckard, Manager

ec
Enclosures

cc: Mr. Hal Leedom

RECEIVED
APR 12 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

September 23, 1971

Oregon State Highway Department
290 W. Main, P. O. Box 336
Coquille, Oregon 97423

Attention Mr. Bob Johnson

Gentlemen:

We are forwarding herewith copies of unpaid invoices to S. D. Spencer & Sons.

Please note that these costs were incurred by the Coos Bay-North Bend Water Board in repairing water system damage caused by Spencer while working on the Ocean Boulevard highway project.

On this and other projects we did our best to locate, identify and coordinate so that this needless damage does not occur.

May we receive your advice on the satisfaction of these claims?

Very truly yours,

C. W. Heckard, Manager

cc
cc: Hal Leedom

Enclosures:
Invoices 3589 3640
3593 3642
3602 3641
3634 3754
3635

RECEIVED
APR 12 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE November 19, 1970
INVOICE NO. 3589
JOB ORDER NO. 2011
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD
P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

10/1/70 Repair service at 1304 Butler Road broken by your equipment.

MATERIAL

8' - Tubing 3/4" Copper	$4.53	
1 - Coupling 3/4" C x C	1.61	
MATERIAL		$ 6.14
LABOR		8.09
INSURANCE		.92
MILEAGE		.80
OVERHEAD		1.91
TOTAL		$17.86

RECEIVED
APR 12 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

DATE November 19, 1970
INVOICE NO. 3593
JOB ORDER NO. 2004
ACCOUNT NO. 125.2
AMOUNT, $

COOS BAY-NORTH BEND WATER BOARD

P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

9/25/70 Repair 6" main on Ocean Blvd. and Alder broken by your equipment.

MATERIAL		
84'- Pipe 6" CI Tyton		$ 185.38
MATERIAL RETURNED		
78'6"- Pipe 6" CI Tyton		(161.90)
	LABOR	167.82
	INSURANCE	19.01
	MILEAGE	3.23
	CASE BACKHOE	15.00
	OVERHEAD	46.85
	TOTAL	$ 275.39

RECEIVED
APR 13 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE November 19, 1970
INVOICE NO. 3602
JOB ORDER NO. 2005
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD

P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

9/26/70 Repair 6" & 1" mains at Ocean Blvd & Highland broken by your equipment.

MATERIAL

1 - 6" Sleeve Split MJ	$64.50
1 - 1" Corp	6.15
57'- Copper Tubing 1"	40.40
1 - 1" Coupling C x C	2.23

MATERIAL	$ 113.28
LABOR	69.55
INSURANCE	7.88
MILEAGE	1.28
OVERHEAD	23.04
TOTAL	$ 215.03

RECEIVED
APR [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE February 5, 1971
INVOICE NO. 3634
JOB ORDER NO. 2033
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD
P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

11/17/70 Repair 1" Service at 1105 Ocean Blvd. broken by your equipment.

MATERIAL

6'- Tubing 1" Copper	$4.25
1 - 1" Coupling C x C	2.88

MATERIAL	$ 7.13
LABOR	12.13
INSURANCE	1.37
MILEAGE	.32
OVERHEAD	2.51
TOTAL	$ 23.46

RECEIVED
APR [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE February 5, 1971
INVOICE NO. 3635
JOB ORDER NO. 2034
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD
P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

11/18/70 Readjust valve box cover at Ocean Blvd. and Highland.

MATERIAL

1 - 12" Box Valve Top	$13.86
1 - 12" Box Valve Ext.	8.95

MATERIAL	$ 22.81
LABOR	12.13
INSURANCE	1.37
MILEAGE	.32
OVERHEAD	4.40
TOTAL	$ 41.03

RECEIVED
APR 13 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE February 8, 1971
INVOICE NO. 3640
JOB ORDER NO. 2026
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD
P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

11/2/71 Repair water line at 1090 Ocean Blvd. broken by your equipment.

LABOR	$ 9.69
INSURANCE	1.10
OVERHEAD	1.29
TOTAL	$ 12.08

RECEIVED
APR [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE February 8, 1971
INVOICE NO. 3642
JOB ORDER NO. 2021
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD
P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

10/27/70 Repair 1" main at Central & Ocean Blvd. broken by your equipment.

MATERIAL

1 - 1" Coupling C x C	$ 2.88	
8'- Tubing 1" Copper	5.67	
	MATERIAL	$ 8.55
	LABOR	10.12
	INSURANCE	1.15
	MILEAGE	.80
	OVERHEAD	2.47
	TOTAL	$ 23.09

RECEIVED
APR [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

Form 31

DATE February 8, 1971
INVOICE NO. 3641
JOB ORDER NO. 2025
ACCOUNT NO. 125.2
AMOUNT, $

TO S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

COOS BAY-NORTH BEND WATER BOARD

P. O. BOX 539, COOS BAY, OREGON 97420
PHONE 267-3128

TERMS: NET CASH

11/2/70 Replace valve box top on 8" valve West of Butler Road on Ocean Blvd.

MATERIAL

1 - Box Valve 8" Top	$ 6.62	
1 - Lid Valve Box	2.89	
	MATERIAL	$ 9.51
	LABOR	5.75
	INSURANCE	.65
	MILEAGE	.20
	OVERHEAD	1.93
	TOTAL	$ 18.04

RECEIVED
APR [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

STATUS REPORT PROGRAMING SECTION

COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7397	Woodland Drive-Central Avenue (Coos Bay), work completed July 2, 1971. Project Authorization. . . . $717,148.00 Advance Deposit. . . . . . . $ 5,007.34 Final billing submitted to the Accounting Section, February 10, 1972. Right of Way billing is being done by the General Billing Unit of the Accounting Section.

RECEIVED
JAN 21 1972
FOR FILING

106-1130
7397

January 21, 1972

Mr. Glen C. Gould
Coos Bay Timber Operators
Post Office Box G
North Bend, Oregon 97459

Dear Mr. Gould:

Reference is made to your recent request concerning our use of material from the Kenstone Quarry in the North Bend area.

Material from this quarry was used to produce aggregate base, plant-mix bituminous base and asphalt concrete on Contract 7397, Woodland Drive-Central Avenue Section in Coos Bay. While the material from this quarry is not up to the high standards of that found in other areas of the state, it is as good or better than the materials available in the Coos Bay area.

If we can be of further assistance, please let me know.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia

bc Tom Edwards
A. E. Johnson
C. J. Gragg

COOS BAY TIMBER OPERATORS

KENSTONE QUARRY

ROCK PRODUCTS
To Meet Your Specifications

KENROCK QUARRY

TELEPHONE 756-6254

P. O. BOX G -:- NORTH BEND, OREGON 97459

January 17, 1972

Oregon State Highway Dept.
Highway Building
Salem, Oregon

Attention: Mr. Tom Edwards

Dear Sir:

I hope and trust you can take action on this request immediately. The State Division of Lands is conducting a hearing on January 24, 1972 in Coos Bay at which time they will receive testimony and any letter which can be used in determining my application for a Barge loading site and truck shop area on property I own and am improving on the East side of Coos Bay.

We have a large rock operation in the hills east of this site and it is desirable usage for this location since it is the first opportunity of reaching tide water. There was previous barge loading here when the Navy constructed the North Bend airport during World War 11.

This letter which I am asking you for would merely attest to the rock sourse, some of its specification, and the fact that high quality oil rock was used from here to construct the Ocean Blvd. couplet in Coos Bay in 1970.

Mr. Bobby Johnson was resident engineer at that time but has now been transferred to Wood burn. His telephone number is 981-0211.

Mr. Bill Maude, geoligist working under Mr. Elliott Parker, Roseburg, whose number is 672-6541; and Mr. Lloyd Wolfe Salem, Ext. 2580 has been here and could fill you in with test reports. It was the latters instructions which I have followed in writing direct to you.

Quite frankly this is the only sourge in Southwestern Oregon which will make state required highway specks using 100% fracture, without the addition of asphalt.

Please help me if you can this week so I may submit the needed facts for the hearing on Monday the 24th. My telephone number is 756-6254.

Respectfully,

Glae C. Gould

Glae C. Gould

PBS
Note deadline

JAN 1 9 1972

RECEIVED

FOR FILING

106-1130
7397

January 6, 1972

St. Paul Fire & Marine Insurance Co.
Portland Office
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A second post-final payment for $223.88 will be made to George D. Spencer d.b.a. G. D. Spencer and Son on Contract No. 7397 for work on Woodland Drive-Central Avenue in Coos Bay on the Empire-Coos Bay Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $628,572.94 including the second post-final payment. Of the total, $13,623.24 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc George D. Spencer d.b.a.
G. D. Spencer & Son
6614 N. E. 72nd Avenue
Vancouver, Washington 98661

Victor S. Risley Company
804 Board of Trade Building
Portland, Oregon 97204

bc Frank Morgan
Walt Hart
V. E. Sheeg
Attn: John Kerr
James Versteeg

RECEIVED
JAN 5 - 1972

FOR FILING

106-1130
7397

January 5, 1972

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $115 will be made to George D. Spencer d.b.a. S. D. Spencer & Son on Contract No. 7397 for work on Woodland Drive-Central Avenue in Coos Bay on the Empire-Coos Bay Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $628,349.06, including the post-final payment. Of the total, $13,623.24 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc George D. Spencer
d.b.a. S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Victor S. Risley Co.
804 Board of Trade Building
Portland, Oregon 97204

bc Frank Morgan
Walt Hart
V. E. Skoog
Atn: John Herr
James Versteeg

RECEIVED
DEC 1 - 1971

106-1130
7397

November 30, 1971

St. Paul Fire & Marine Insurance Co.
Portland Office
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On October 18, 1971, we wrote to you concerning release of final payment on Contract No. 7397 awarded to S. D. Spencer & Son for work on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County.

Final payment on this contract is $1,622.46 and the total contract amount is $628,234.04, including $13,623.24 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Victor O. Risley Co.
806 Board of Trade Building
Portland, Oregon 97204
bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
C. T. Keasey

RECEIVED
DEC 2 - 1971
FOR FILING

106-1130
7397

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

November 16, 1971

#7397

Mr. Van Kirby
S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Dear Sir:

We have received your remittance to the City of Coos Bay in the amount of $540 for the repair of the damages done to West Hills Blvd. by your equipment. You are hereby released from any further claims of damages to West Hills Boulevard.

Very truly yours,

Joe A. Schwarm

Joe A. Schwarm
Assistant City Engineer

JAS/mk

cc: Bobby Johnson, Res. Eng'r. ✓
Wendell E. Schwartz, Region Maint. Eng'r.

info copy to John Bond ✓

Woodland Dr. - Central Ave. Contract

1971

Q.S.

NOTED
C. W. HEAD

City With A Future

Sec. 243

FORM [illegible] (REV. [illegible])

#3

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 29, 1971

SUBJECT: Claim-City of Coos Bay
Woodland Dr.-Central Ave.
Empire-Coos Bay Highway
Contract No. 7397

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

We finally smoked George Spencer out on the above claim. Attached is a copy of his response to my letter of October 21, 1971.

I have contacted the City of Coos Bay and find that repairs are underway. The work is being done by Johnson Rock Products of Coos Bay. No work is being done other than that agreed upon at the July 1, 1971 meeting referred to in the attached letter. I am advised by Joe Schwaren of the City of Coos Bay that the $465 figure is not correct. The agreed upon price was $540 according to his records.

I would like to have final payment to the contractor held up until after the scheduled November 2, 1971 meeting. By that time, the work may be finished. If it appears that the matter will be settled to the satisfaction of the City of Coos Bay, I will advise you and final payment should be released.

Wendell E. Schwartz
WENDELL E. SCHWARTZ
Region Construction Engineer

WES/cw
Attach.
cc Bobby Johnson

(C. V. Gallagher advised)
W.D

Routing

Morgan	Pease E
Decker	Swan
Bond B	Glenn
Walker	Litchfield
Boehme	Gallagher G
Johnson	Stein

RECEIVED
NOV 1 1971
CONSTRUCTION DIVISION

SP*33479-734

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

October 21, 1971

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Attention George Spencer

Subject: Woodland Dr.-Central Ave.
Empire-Coos Bay Highway
Contract No. 7397
Coos County

Dear Sir:

I am advised by Resident Engineer Bobby Johnson that you have not responded to his letter of September 22, 1971 in which he advised you of certain repairs to be made on West Hills Blvd. which were necessitated by your construction activity.

Your lack of action leaves us no recourse but to advise the City of Coos Bay to make the necessary repairs and to file a claim with the Highway Commission Secretary against your final estimate. I am doing so by a copy of this letter to Coos Bay City Manager Hal Leedom.

Further, also by a copy of this letter, I am requesting Commission Secretary Floyd Query to hold up payment of your final estimate pending receipt of a claim from the City of Coos Bay.

Very truly yours,

Wendell E. Schwartz

WENDELL E. SCHWARTZ
Region Maintenance Engineer

cc ✓

WES/cw

cc Floyd Query
F. D. Morgan
Hal Leedom, City of Coos Bay

10-22
Gallagher says final payment check should be ready to mail about Mid Nov.
F. Q.

RECEIVED
OCT [illegible] 1971
[illegible]
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Corrected copy

RECEIVED
OCT 18 1971
FOR FILING

106-1130
7397

October 18, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 2, 1971 on Contract No. 7397. The contract was with S. D. Spencer & Son and was for grading, paving and a signal on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project and that you concur in this procedure at the Commission meeting on October 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

RECEIVED
OCT 18 1971
FOR FILING
106-1130
7397

October 14, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 2, 1971 on Contract No. 7397. The contract was with S. D. Spencer & Son and was for grading, paving and a signal on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective, and that you concur in this procedure at the Commission meeting on October 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

SEP 29 1971

106-1130
7397

September 29, 1971

Mr. Ronald M. Somers
Attorney at Law
P. O. Box 618
The Dalles, Oregon 97058

Dear Mr. Somers:

As requested in your application and affidavit for copy of contract and bond, dated September 22, we are enclosing a copy of Contract No. 7397.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosure

APPLICATION AND AFFIDAVIT FOR COPY OF CONTRACT AND BOND

TO: OREGON STATE HIGHWAY DEPARTMENT
State Highway Building
Salem, Oregon

Description of public improvement: An improvement of the the Empire-Coos Bay Highway, including surfacing the same, from Woodland Drive to Central Avenue in Coos County, Oregon. Oregon State Highway Department Contract 7397.

Pursuant to ORS 279.512 and 279.515, the undersigned hereby applies for a certified copy of the contract and bond for and in connection with the public improvement described above, and furnishes Affidavit which is attached hereto.

Applicant ______________________
Ronald M. Somers
Attorney at Law
P. O.Box 618
The Dalles, Oregon 97058

STATE OF OREGON)
: ss.
County of Wasco)

I, RONALD M. SOMERS, being first duly sworn, say:

I am attorney for Interstate Paving Company; that Interstate Paving Company has supplied labor and material for the prosecution of the work involved in the construction and alteration of the public improvement mentioned in the application; that Interstate Paving Company has a claim or account for the performance of such labor and the furnishing of such material which has not been paid.

____

Subscribed and SWORN to before me this 22nd day of September, 1971.

Mary Ziegenhagen
Notary Public for Oregon
My Commission Expires: 1/8/72

RECEIVED
SEP 24 1971
OREGON
STATE HIGHWAY COMMISSION

106-1130
7397

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Woodland Dr. - Central Ave.
WEEK ENDING: September 17, 1971
SECTION PREFIX: 106-1130
HIGHWAY: Empire - Coos Bay
COUNTY: Coos
NAME OF JOB: Woodland Drive - Central Avenue
KIND OF WORK: Grading, Paving and Signals
CONTRACTOR: S. D. Spencer and Son
CONTRACT NUMBER: 7397
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 24, 1970
DATE WORK STARTED: July 16, 1970
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS a. 120
SPECIFIED COMPLETION DATE b. 180
WORK DAYS USED
CALENDAR DAYS USED a. 216 b. 218
PERCENT OF TIME ELAPSED a. 154 b. 121
PROJECT AUTHORIZATION $ 717,148.04
EXCLUSIVE OF ENGINEERING $ 660,281.68
ENGINEERING AUTHORIZATION $ 56,866.36
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 642,750.51
ENGINEERING COST TO DATE $ 71,143.25
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.66 %
PERCENT OF AUTHORIZATION 125 %
DATE PROJECT WAS COMPLETED: July 2, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
100	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.80	0.80			0.80
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.80	0.80			0.80
TOTAL ESTIMATED QUANTITIES (CONTRACT)	79,400 cy	25,400 ton			12,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	86,766 cy	22,652 ton			11,948 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	86,766 cy	22,652 ton			11,948 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Fair	0		
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	No work.

REMARKS

Project was completed July 2, 1971.

The Semi-Final Estimate will be submitted to the Region Office the first of next week.

FINAL REPORT.

SIGNED Bobby D. Johnson LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7338	Division St.-Hilda St. (Oregon City) Work completed November 17, 1970. Project Authorization $289,927.00 Advance Deposit $36,300.00 Final billing withheld pending receipt of final bills for work done by Oregon City.
7397	Woodland Drive-Central Avenue (Coos Bay) Work completed July 2, 1971. Project Authorization $717,148.00 Advance Deposit $5,007.34 Final billing to be prepared after final acceptance of the project. Right of Way billing is being done by the General Billing Unit of the Accounting Section.

RECEIVED
AUG 27 1971
FORM E-30
FOR FILING

136-1130
7377

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

To: A.E. Johnson
Assistant State
Highway Engineer
SALEM

SUBJECT: Vernon Abney
Ocean Boulevard Project
Coos Bay

On Wednesday, August 4, 1971, I again contacted Mrs. Vernon Abney, regarding her complaint on the above project. Mr. Abney was not present. He is employed by Umpqua River Navigation Company and is rarely home during the construction season.

I examined the property and could find no evidence that anything was different from my original inspection. Mrs. Abney, however, insists that the cracking and settling are occurring at a faster rate than ever. As evidence she points out cracks that were never pointed out before, in an area of the basement which was not inspected before.

Mrs. Abney told me that since my last visit they had contacted an attorney about this problem. She told me that he had advised several courses of action that they could take to gain relief. She said, however, that they have done nothing yet. They would prefer a settlement from us without the trouble of a lawsuit.

I tried to find out from Mrs. Abney just what they expected in the way of a settlement from us. She was rather vague but I gather that they do not wish to move from the property, and consequently, do not wish to sell to us. They are thinking more of restoration of lateral support, moving the house back on the property, and repair of the damage due to settlement.

It is my opinion that there has been no loss of lateral support, and that the damage due to differential settlement has been going on for a long time. It is impossible to say whether the damage has been accelerated by the vibration from construction equipment and from traffic being close to their house on the completed street.

It should be pointed out that we may have a difficult time in court if a jury could see the denuded canyon below the home, the proximity of the house to the street, the ample evidence of cracks, and could hear the testimony of a few friends.

I see no point in further contacts with the Abneys. It would be my recommendation that this matter be turned over to legal and right-of-way for the best settlement we can get.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Maintenance Engineer

WES:kg

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

N[illegible]
A. E. [illegible]

NOTED
TOM EDWARDS

Salem, Oregon
August 3, 1971

Mrs. Vernon Abney Complaint
Ocean Boulevard Project
Coos Bay

C. T. Kessey
Regional Engineer

ROSEBURG

Attention W. E. Schwartz
Region Maintenance Engineer

Reference is made to your letter to Mr. Edwards dated May 27, concerning the subject complaint.

Confirming our telephone conversation yesterday, please proceed with an additional inspection of the Abney property and submit a report. You indicated that you had talked to Mrs. Abney but had not been able to contact Mr. Abney and hopefully you may be able to do so this week.

Please expedite a reply.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 27, 1971

SUBJECT: Mrs. Vernon Abney Complaint
Ocean Boulevard Project
Coos Bay

To: Mr. Tom Edwards
Deputy State Highway Engr.
SALEM

I contacted Mr. and Mrs. Vernon Abney at their home on the evening of May 19th in response to your letter of May 13, 1971 to Mrs. Abney.

The most serious problem is their alleged loss of lateral support for their home due to the construction activities of this contract. Their home is built on a pie-shaped fill at a point where our highway fill crosses a rather deep canyon. To widen the highway fill for this project, it was necessary to do some clearing at the toe of our fill, the toe of the Abney fill and in the bottom of the canyon. The clearing consisted of brush and small alder trees, probably not exceeding 6"-8". Admittedly more clearing was done than was actually occupied by the new fill. However, no clearing was done outside of our new right of way line.

The Abneys also claim that they had dumped masonary rubble at the toe of their fill to help prevent movement. There is evidence remaining outside the right of way line which indicates that there may have been some rubble there. This apparently was back-bladed into the fill area. If the remaining rubble support is indicative of what formerly existed inside our right of way, it was such a small amount that it would have been of little or no value as support.

I went into the Abney's house and was shown considerable evidence of differential settlement. There were cracks over doorways, ceilings separated from walls, widened joints between ceiling tiles, and cracked windows. I asked Mrs. Abney if it was her contention that our construction had caused all of this damage. She said, no, it was not but that the cracks were widening at an accelerated rate from the loss of lateral support and the constant vibration caused by construction equipment.

No action at present
Al Johnson

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Follow this up with
an additional inspection
in 60 days B/U Aug 2 (8/2/71

I have no way to confirm or deny her allegation of the accelerated cracking but neither has she. It is my opinion that the brush, the alder trees, and the masonary rubble provided very little lateral support. It is also my opinion that most of the damage that I observed is of long-standing and is due to differential settlement of a rather poorly constructed fill. It is impossible to determine if there has been any acceleration of the deterioration due to construction. I would recommend that we assume no liability for any damage to this property as a result of our construction.

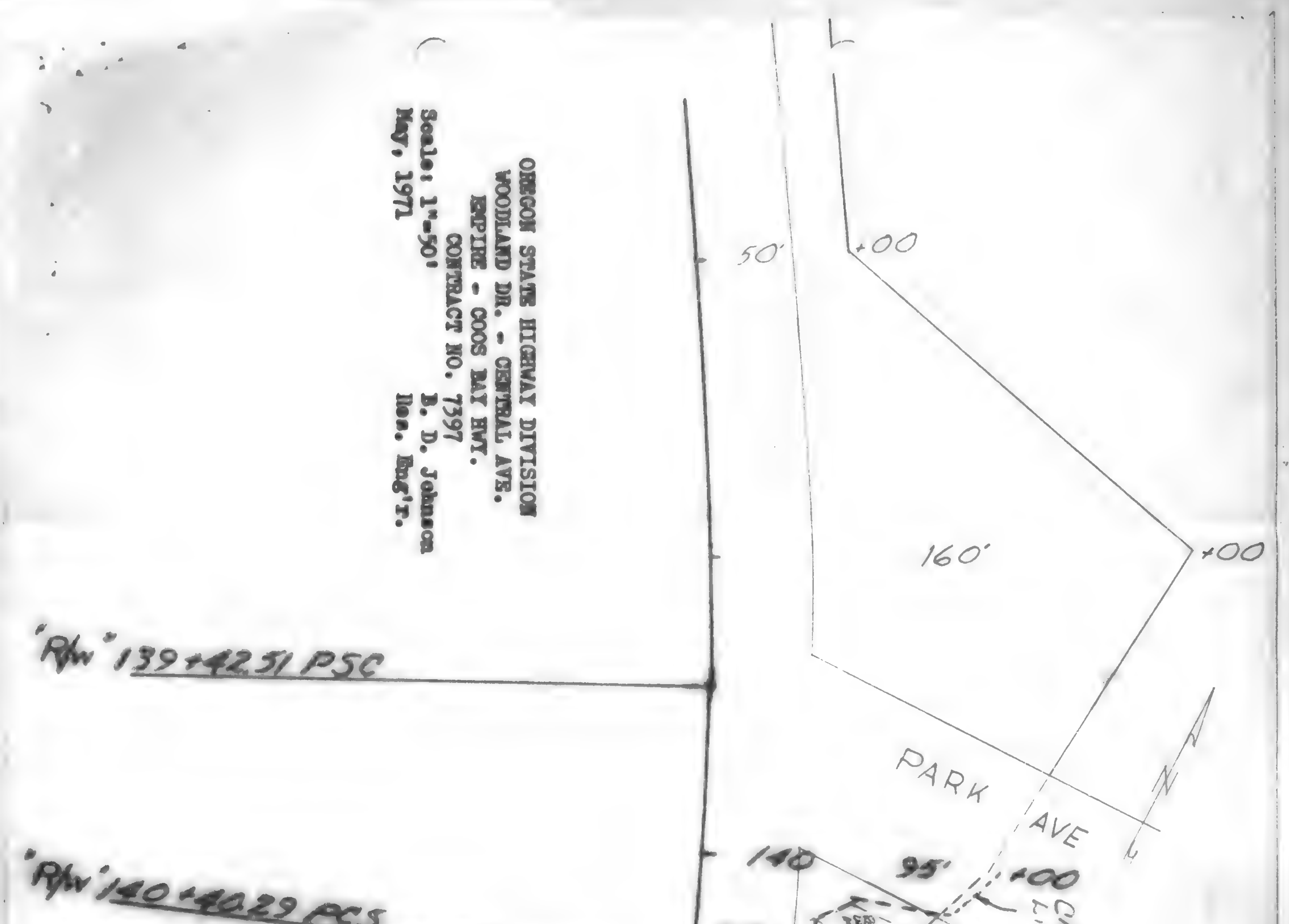
The Abneys had two other problems which will, for the most part, be resolved when construction is completed. They did not like the appearance of the incomplete 3-foot fill. I assured them that when completed and seeded that it should look much better. They did not like a rock surfaced driveway to their backyard. We had only dumped one load of rock behind the curb at this time and it made a bad grade over the curb. I assured them that this was not complete either. They did not think their concrete driveway, which we had poured, was wide enough so I instructed the resident engineer to add another 4 feet of width.

It is my intention to follow up this complaint as construction nears completion to be assured that the Abneys are satisfied with the above items. I so advised Mrs. Abney.

Wendell E. Schwartz
WENDELL E. SCHWARTZ
Region Maintenance Engineer

WES/cw
cc Bobby Johnson
R. A. Sandmann

RECEIVED
MAY 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER



OREGON STATE HIGHWAY DIVISION
WOODLAND DR. - CENTRAL AVE.
EMPIRE - COOS BAY HWY.
CONTRACT NO. 7397
Scale: 1"=50' B. D. Johnson
May, 1971 Res. Eng'r.

RECEIVED
AUG 3 - 1971
FOR FILING

1859

130

Claim 4618

Files

FILED
JUL 30 1971
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-2-71

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 28, 1971

Interstate Paving Co.
P. O. Box 92
The Dalles, OR 97508

Gentlemen:

This is to acknowledge receipt of your Notice of Claim dated July 26, 1971, with Exhibit "A" informing us that S. D. Spencer & Son owes you for labor, materials, and equipment in the amount of $26,990.88.

This appears to be in connection with the S. D. Spencer & Son Contract No. 7397 for work on the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway in Coos County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company, 804 Board of Trade Building, Portland, furnished the performance bond on this contract.

We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing. Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG - 2 1971
OREGON
STATE HIGHWAY COMMISSION

CWH:ses

bc: S. D. Spencer & Son
St. Paul Fire and Marine Insurance Co.
Victor S. Risley Co.
Commission
Secretary of State

NOTED
C. W. HEAD

P. S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Form E-123

NOTICE OF CLAIM ON PAYMENT BOND

STATE OF OREGON)
: ss.
County of Wasco)

TO: S. D. SPENCER & SON
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

OREGON STATE HIGHWAY DEPARTMENT
State Highway Building
Salem, Oregon

ST. PAUL FIRE AND MARINE INSURANCE COMPANY
c/o Victor S. Risley
804 Board of Trade Building
Portland, Oregon 97205

ST. PAUL FIRE AND MARINE INSURANCE COMPANY
Lloyd Building
Portland, Oregon

YOU ARE HEREBY NOTIFIED that the undersigned, Interstate Paving Company, has a claim in the sum of Twenty-six Thousand Nine Hundred Ninety and 88/100 ($26,990.88) Dollars due against the bond taken from S. D. Spencer & Son, 4614 N. E. 72nd Avenue, Vancouver, Washington 98661, as principal, and St. Paul Fire and Marine Insurance Company, c/o Victor S. Risley, as their agent, 804 Board of Trade Building, Portland, Oregon 97205, as surety, for the work or labor and materials performed or furnished by it on Oregon State Highway Contract #7397 Woodland Drive-Central Avenue, Coos County, Oregon.

YOU ARE FURTHER NOTIFIED that the undersigned performed labor and/or furnished materials consisting of those set out on Exhibit "A" attached hereto, and by this reference made a part hereof.

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to-wit:

> An improvement of a State Highway, including surfacing the same, known as Oregon State Highway Department Contract 7397, Woodland Drive to Central Avenue, Coos County, Oregon.

That said materials and/or labor were furnished to and received by J. D. Spencer & Son and the Oregon State Highway Department with authority to receive the same and that a claim for payment therefor is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 2nd day of July, 1971, which labor and/or materials were furnished as follows:

The completion of the asphalt paving.

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

DATED this 26th day of July, 1971.

INTERSTATE PAVING COMPANY
P. O. Box 92
The Dalles, Oregon 97058

By:

CLAIMANT

Return Receipt Nos.
487416
487417
487418
487419

RECEIVED
JUL [illegible]
OREGON
STATE HIGHWAY COMMISSION

EXHIBIT "A"

AREA CODE 503 [illegible]

INTERSTATE PAVING CO.
GENERAL CONTRACTORS

GRADING —— PAVING —— OILING
POST OFFICE BOX 92 THE DALLES, ORE 97058

July 21, 1971

STATEMENT

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

O.S.H.D. Contract #7397
Woodland Drive-Central Avenue

Equipment furnished for the paving of the above referenced project - $2.00 per ton of mix incorporated into the project - 11,866.62 Ton @ 2.00	$23,733.24
Small parts and repairs for equipment billed to Interstate Paving Co. that should have been billed to S. D. Spencer & Son.	661.27
Gas and oil for moving equipment on and off of job, and for travel of supervisory personel.	201.09
Lodging and meals for supervisory personel during the setting up of the plant and at various times during the progress of the work.	722.27
Howard Stinson 7 days @ $100.00	700.00
Stanley Stinson 3 days @ $100.00	300.00
Extra labor paid because plant was moved after the scheduled wage raise of June 1, 1971.	577.01
Extra travel paid because plant was moved after the scheduled wage raise of June 1, 1971.	96.00
TOTAL DUE	$26,990.88

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

STATUS REPORT - CONSTRUCTION SECTION

COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7338	Division St.-Hilda St. (Oregon City) Work completed November 17, 1970. Project Authorization $239,927.00 Advance Deposit $36,300.00 **Final billing withheld pending receipt of final bills for work done by Oregon City.**
7397	Woodland Drive-Central Avenue (Coos Bay) Project Authorization $717,148.00 Advance Deposit $47,080.25 Progress billing submitted to the Accounting Section July 20, 1971. Right of way billing is being done by the General Billing Unit of the Accounting Section.

7/20/71

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7338	Division St.-Hilda St. (Oregon City) Work completed November 17, 1970 Project Authorization $289,927.00 Advance Deposit $36,300.00 Final billing withheld pending receipt of final bills for work done by Oregon City.
7397	Woodland Drive-Central Avenue (Coos Bay) Project Authorization $717,148.00 Advance Deposit $53,257.01 Progress billing submitted to the Accounting Section June 23, 1971. Right of way billing is being done by the General Billing Unit of the Accounting Section
7438	122nd Ave.-140th Ave. Work completed January 8, 1971. Project Authorization $182,690.00 Advance Deposit $9,894.22 Final billing submitted to the Accounting Section June 23, 1971.

RECEIVED
MAY 14 1971
FOR FILING

166-1130
7397

May 13, 1971

Mrs. Vernon Abney
470 Ocean Boulevard, S. E.
Coos Bay, Oregon

Dear Mrs. Abney:

Your letter to Mr. Jackson has been referred to me for reply. By a copy of this letter, I am asking that our Regional Engineer C. T. Keasey call on you to determine if any structural damage has been caused either by the road construction or by the operation of the contractor and to do anything within reason to make your driveway as convenient as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson (enc.)
Victor D. Wolfe
F. D. Morgan (enc.)
C. T. Keasey (enc.) - You should make a determination if the embankment placed adjacent to the property has caused any lateral or vertical displacement and you should do what is proper to ease the driveway problem. Please report.

Coos Bay, Oregon
May 4, 1971

Mr. Glen L Jackson
Oregon State Highway Commissioner
Salem, Oregon

Dear Mr. Jackson:

Two worrisome situations facing us are the lack of lateral support for our home, a direct result of road construction on Ocean Boulevard in Coos Bay, Oregon. Structural damage continues to worsen daily. We have been unable to get any information as to what action is planned to correct the problem.

Our driveway is extremely hazardous, both leaving and returning, plus no access to the rear of our property. Extensive construction has taken place to give safe convenient access to other home owners along this route. Attempts to reach rapprochement with local personnel has been impossible.

Our feeling is that our property has been rendered worthless. We have pictures you may have for your perusal. A Diary, only if deemed necessary.

We are requesting help from you at the suggestion of Mr. Elmer Dubuque, a fellow employee and former member of Governor McCall's Advisory Committee.

Very truly yours,

Mrs. Vernon (Maxine) Abney

Mrs. Vernon (Maxine) Abney
470 Ocean Blvd. S.E.

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 9, 1970

SUBJECT: Alleged Damages
R/W File No. 41660-Abney
Woodland Dr.-Central Ave. Sec.
Empire-Coos Bay Highway
Contract No. 7397

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention John Bond

As requested in your letter dated September 29, 1970, B. D. Johnson, Resident Engineer, has investigated the alleged damages to the Bud Abney residence. As indicated by the attached report, it would appear that the house and foundation had done some settling prior to any work on this contract.

The type of construction and amount of embankment being placed in front of this house does not seem to be enough to be causing any additional problems. I concur with the Resident Engineer's opinion that Mr. Abney is grasping at straws and is hoping that someone will help him with the expense of repairing the cracks in his foundation.

By a copy of this letter, I am requesting B. D. Johnson to take some colored pictures of the cracks in the foundation and any other cracks that the Abneys are complaining about. These pictures might be of value in the event of further claims.

John Quiner
JOHN QUINER II
Regional Construction Engineer

JQII/cw
Attach.
cc B. D. Johnson

Routing
Morgan
Docker
✓ Bond
Walker
Boehme
Johnson

RECEIVED
OCT 12 1970
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

[illegible]

FORM [illegible] [illegible] 10-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
October 8, 1970

SUBJECT: Alleged Damages to Dwelling
R/W File No. 41660
Woodland Dr. - Central Ave. Sect.
Empire - Coos Bay Highway
Contract No. 7397

To: C. T. Keasey
Regional Engineer
Roseburg, Oregon

With reference to Mr. John Bond's letter of September 29, 1970, requesting an investigation concerning alleged damages to the Bud Abney's residence as mentioned in Industrial Claims Service's letter dated September 24, 1970, please be advised of the following:

On Tuesday, August 18, 1970, Mrs. Abney contacted Bob McCarthy, State Inspector, and asked him to look at her property as she felt the contractor's activity was damaging their home. On the same date Mr. McCarthy accompanied Mrs. Abney through and around the house and reported that several large cracks were visable in the concrete foundation and retaining walls, all of which appeared to be old cracks as vegatation was growing from some of the cracks. Mrs. Abney admitted that settlement had taken place causing the cracks prior to any work on the road, but she thought the contractor's activity was accelerating the settlement. It should be noted at the time this inspection was made, August 18, 1970, that the only activity by the contractor in this area was clearing. No excavation or placement of embankment material had been started. Scince this date the grading in front of the Abney dwelling left of Station 140+50 has for the most part been completed and involved the placement of approximately three (3) feet of embankment, most of which is a five (5) foot berm behind the curb for future sidewalk.

It is very apparent that this home was built on a poorly made fill as there is evidence of all sorts of brush and debris along the outer edge of the fill that the home was constructed on.

I do not believe that the contractor's operations in this area has accelerated the settlement or shifting of the structure and in this particular case, by no means do I believe that the State should be responsible in any way for the contractor's operations in the area if it is determined that damage arose without negligence on the part of the contractor.

ROSEBURG DIVISION
RECEIVED
OCT - [illegible] 1970

It is quite obvious that this house has been settling over a period of several years and it is my opinion that the Abney's are grasping at straws in hopes of getting someone to help them with their expenses.

I would recommend that the contractor's insurance adjuster, Industrial Claims Service, be advised that the State's design for subject project has not effected the Abney residence and that we feel it is the contractor's sole responsibility to protect adjacent property as mentioned in my letter of August 21, 1970, to the prime contractor, S. D. Spencer and Son.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:obb

Salem, Oregon
September 29, 1970

Mr. C. T. Keasey
Regional Engineer
State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Herewith copy of a letter from Industrial Claims Service of Portland representing the liability insurance carrier for S. D. Spencer and Son. Apparently this is related to some undescribed damage to private property owned by a Bud Abney of Coos Bay. We assume it is related to the current Woodland Drive-Central Avenue Section on which S. D. Spencer and Son is the prime contractor.

Please investigate and report by October 8, 1970.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.

Routing
Morgan M
Decker
Bond
✓ Walker W
Boehme
Johnsen

CONSTRUCTION
DIVISION

Pease
Swan G
Glenn
Litchfield
Gallagher
Stein

S. D. SPENCER & SON
Construction, Trucking and Equipment Rental
4614 N. E. 72nd Avenue ● Phones: Vancouver, 639-4719 ● Portland, 285-9232
VANCOUVER, WASHINGTON 98661

September 28, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: OSHD Contract #7397
Woodland Dr-Central Ave.
Coos Bay, Oregon

Gentlemen:

We have been advised by your Mr. Bobby D. Johnson, Resident Engineer on the above captioned project, of a claim from a Mr. Bud Abney concerning his residence located at 470 Ocean Blvd., Coos Bay, Oregon alleging damages resulting from our operations on this contract.

It is our understanding that Mr. Abney takes the position that damage to his property has been caused by the mere carrying out of the contract provisions by us.

In the event it is determined that damage arose without negligence on our part, but was caused by merely performing provisions of the contract, we believe that we should be entitled to full and complete indemnity from the State of Oregon.

Very truly yours,

George D. Spencer

George D. Spencer
S. D. Spencer & Son

10-1-70
Copy to Kessey
per John Bond
Re assignment.

GDS/jl

CC: Victor S. Risley Co.

Routing
2 Morgan NM
Decker
1 Bond B
4 Walker W
Boehme
Johnson

RECEIVED
OCT 1 1970
CONSTRUCTION
DIVISION

Pease E
3 Swan S
Glenn
Litchfield
Gallagher
Stein

Industrial Claims Service

INSURANCE ADJUSTERS

310 S.W. FOURTH AVENUE • PORTLAND, OREGON 97204 • TELEPHONE 226-3611

Edwar

September 24, 1970

REGISTERED LETTER
RETURN RECEIPT REQUESTED

REFERRED TO
adm
BY SECRETARY

Johnson
Investigate
Eld

Contract # 7397

Oregon State Highway Department
Salem, Oregon

Re: Our File : 723894
Our Assured : S. D. Spencer & Son et al
Claimant : Bud Abney
Policy No. : L 79269
D/Loss : 8/15/70

Gentlemen:

We represent the liability insurance carrier for S. D. Spencer & Son.

Your Bobby D. Johnson has been advised of the claim of Bud Abney's residence located at 470 Ocean Blvd., Coos Bay, Oregon, allegedly resulting from S. D. Spencer & Son's operations.

It is our understanding that Mr. Abney takes the position that damage to his property has been caused by the mere carrying out of the contract provisions.

In the event it is determined that damage arose without negligence on the part of S. D. Spencer & Son but by merely performing provisions of the contract, we believe that we should be entitled to full and complete indemnity from the State of Oregon.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

JDL/ks

CC: Victor Risley Co.
CC: S. D. Spencer & Son

RECEIVED
SEP 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1970
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE
HIGHWAY DEPARTMENT
P. O. Box 336
Coquille, Oregon
August 21, 1970

Mr. S. D. Spencer
S. D. Spencer and Son
4614 North East 72nd Avenue
Vancouver, Washington 98661

RE: Woodland Drive - Central Ave.
Empire - Coos Bay Highway
Contract No. 7397

Dear Mr. Spencer:

In reply to your letter of August 19, 1970, regarding what action you should take concerning the alleged damage to the Bud Abney residence located at 470 Ocean Blvd., Coos Bay, Oregon, please be advised of the following:

In Section 107 of the Standard Specifications for Highway Construction, it is set forth that the protection of adjacent property is the sole responsibility of the contractor. As to what action you should take I would suggest that you notify your insurance company immediately so that they may be afforded the opportunity of investigating the alleged damage as soon as possible.

If we can be of further service regarding this matter we would be glad to furnish any information we have available.

Respectfully,

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

cc: C. T. Keasey

ROSEBURG DIVISION
RECEIVED
AUG [illegible] 1970
ADF
Assign .... For ....
Reply .... Action ....

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ● Phones: Vancouver, 639-4719 ● Portland, 285-9232
VANCOUVER, WASHINGTON 98661

August 19, 1970

Mr. Bobby D. Johnson, R. E.
Oregon State Highway Dept.
193 E. 2nd Street
Coquille, Oregon 97423

Re: OSHD Contract No. 7397
Woodland Drive/Central Avenue

Dear Sir:

Mr. "Bud" Abney of 470 Ocean Blvd., Coos Bay, Oregon has informed us that his house at the above address is being damaged by sliding occassioned by construction of the above captioned project. Our first notice of this was August 18, 1970.

Would you please advise me of what action I should take on the above complaint. Thank you.

Very truly yours,

George D. Spencer, Owner
S. D. Spencer & Son

GDS/jl

cc: Ted Boyle
Industrial Claims Service

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7338	Division St.-Hilda St. (Oregon City) Work completed November 17, 1970. Project Authorization $289,927.00 Advance Deposit $36,300.00 Final billing withheld pending receipt of final bills for work done by Oregon City.
7397	Woodland Drive-Central Avenue (Coos Bay) Project Authorization $717,148.00 Advance Deposit $53,257.01 Project shut down for winter. Next progress billing will be made after work resumes. Right of way billing is being done by the General Billing Unit of the Accounting Section.
7438	122nd Ave.-140th Ave. Work completed January 8, 1971. Projec t Authorization $182,690.00 Advance Deposit $9,894.22 Final billing withheld pending entries for post-final estimate and late engineering charges in the Job Cost Summary.

This report includes the April 29 and 30, 1971 bid letting.

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7338	Division St.-Hilda St. (Oregon City). Work completed November 17, 1970. Project Authorization $289,927.00 Balance of Advance Deposit, $36,300.00, was due January 10, 1971. Final billing withheld pending receipt of final bills for work done by Oregon City.
7397	Woodland Drive-Central Avenue (Coos Bay) Project Authorization $717,148.00 Advance Deposit $53,257.01 Project shut down for winter. Next progress billing will be made after work resumes. Right of way billing is being done by the General Billing Unit of the Accounting Section.
7438	122nd Ave.-140th Ave. Work completed January 8, 1971. Project Authorization $182,690.00 Advance Deposit $9,894.22 Final billing withheld pending entries for final estimate and late engineering charges in the Job Cost Summary.

This report includes the March 25, 1971 bid letting.

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

CONTRACT NUMBER	
7240	8th St.-Bayshore Dr. (Coos Bay) Work completed March 6, 1970. Project Authorization $910,894.00 Advance Deposit $62,349.31 Final billing submitted to Accounting Section March 15, 1971.
7338	Division St.-Hilda St. (Oregon City) Work Completed November 17, 1970. Project Authorization $289,927.00 Balance of Advance Deposit, $36,300.00, was due January 10, 1971. Billing to be prepared after balance of advance deposit has been received.
7397	Woodland Drive-Central Avenue (Coos Bay) Project Authorization $717,148.00 Advance Deposit $62,522.03 Project shut down for winter. Next progress billing will be made after work resumes. Right of way billing is being done by the General Billing Unit of the Accounting Section.
7438	122nd Ave.-140th Ave. Work completed January 8, 1971. Project Authorization $182,690.00 Advance Deposit $14,286.13 Progress billing submitted to Accounting Section March 12, 1971.

This report includes the February 25, 1971 bid letting.

RECEIVED
MAR 3 - 1971
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

March 2, 1971

Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Re-established Power Line Easement
Pacific Power and Light Company
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway
Coos County
R/W File: 41646

Gentlemen:

In order to construct a new access, from Butler Road to properties adjacent to the Empire-Coos Bay highway, it was necessary to request your company to relocate power line facilities located across the easterly end of Lots 11 through 17 of Mingus Park Heights Amended (as shown in red on the attached sketch). Your facilities occupied an easement granted by the Central Pacific Railway Company on September 23, 1929.

The right of way acquired for the construction of this access road will be relinquished to the City of Coos Bay upon completion of the State's construction. In order to establish a land right for your relocated facilities, provisions will be included in the relinquishment to the City of Coos Bay requiring them to provide you with a continuing right in that portion of your relocated facilities occupying Lots 12 through 17 of Mingus Park Heights Amended.

That portion of your relocated facilities crossing the easterly end of Lot 11, Mingus Park Heights Amended, will not occupy public road right of way. The State only acquired a Permit of Entry for the purposes of constructing a driveway on this property. Therefore, it will be necessary for the State to obtain a power line easement for your adjusted facilities. Please provide us with the necessary provisions to be contained in this easement.

Very truly yours,

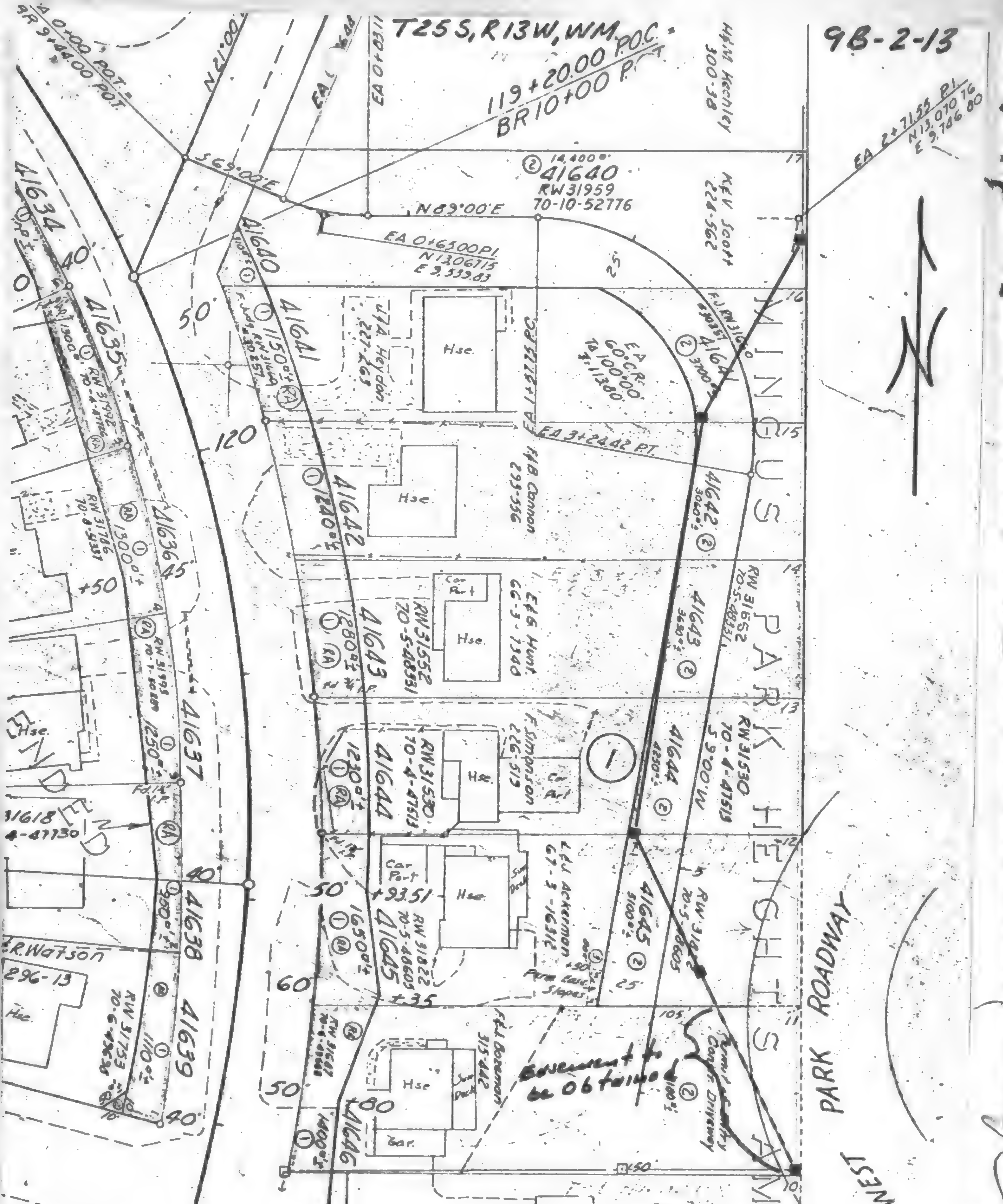
F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
MAR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
cc: Mr. Tom Ness, Supervisor
CTR Section
A. E. Johnson
D. H. Moehring
C. T. Keasey
Bobby Johnson
J. E. Holcomb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9B-2-13
119+20.00 P.O.C.
BR10+00 P.O.T.
A 0+00 P.O.T.
9R 9+44.00 P.O.T.
N21°00'
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N89°00'E
EA 0+65.00 P.I.
N13,067.15
E 9,539.83
EA 2+71.55 P.I.
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E 9,746.80
H&M Hechley
300-38
K&V Scott
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EA 1+37.75 P.C.
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② 3700□'±
41641
EA 3+24.42 P.T.
F&B Cannon
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E&G Hunt
66-3-7340
Car Port
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RW 31993
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41638
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E.R. Watson
296-13
Hse.
41639
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RW 31733
70-6-49628
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Coop Const Agree
Coos Bay

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 22, 1970

SUBJECT: Jurisdiction of Street R/W
Woodland Dr.-Central Ave. Sec.
Empire-Coos Bay Hwy.
Coos County

To: Mr. H. S. Cox
County and City Engineer
SALEM

In regard to my recent telephone call concerning county right of way within State right of way, I have reviewed my file and find that this was the subject of a letter to you from Jack M. Cartwright, Utilities Office Engineer, on May 12, 1970.

I now recall that I subsequently discussed this matter with Don Harwell shortly after that date.

Attached please find a sketch taken from the appropriate section of Drwg. 9B-2-13. That area colored in brown and marked Ocean Terrace, is the portion to which I refer.

This section of right of way then falls into the category referred to in Page 2, Paragraph 2 of Jack L. Sollis' letter of May 6, 1970 (a copy of which was attached to Jack Cartwright's said letter of May 12, 1970) as it was a public right of way prior to being annexed into the city, and as the city has not subsequently taken jurisdiction by ordinance, it is still under control of the county.

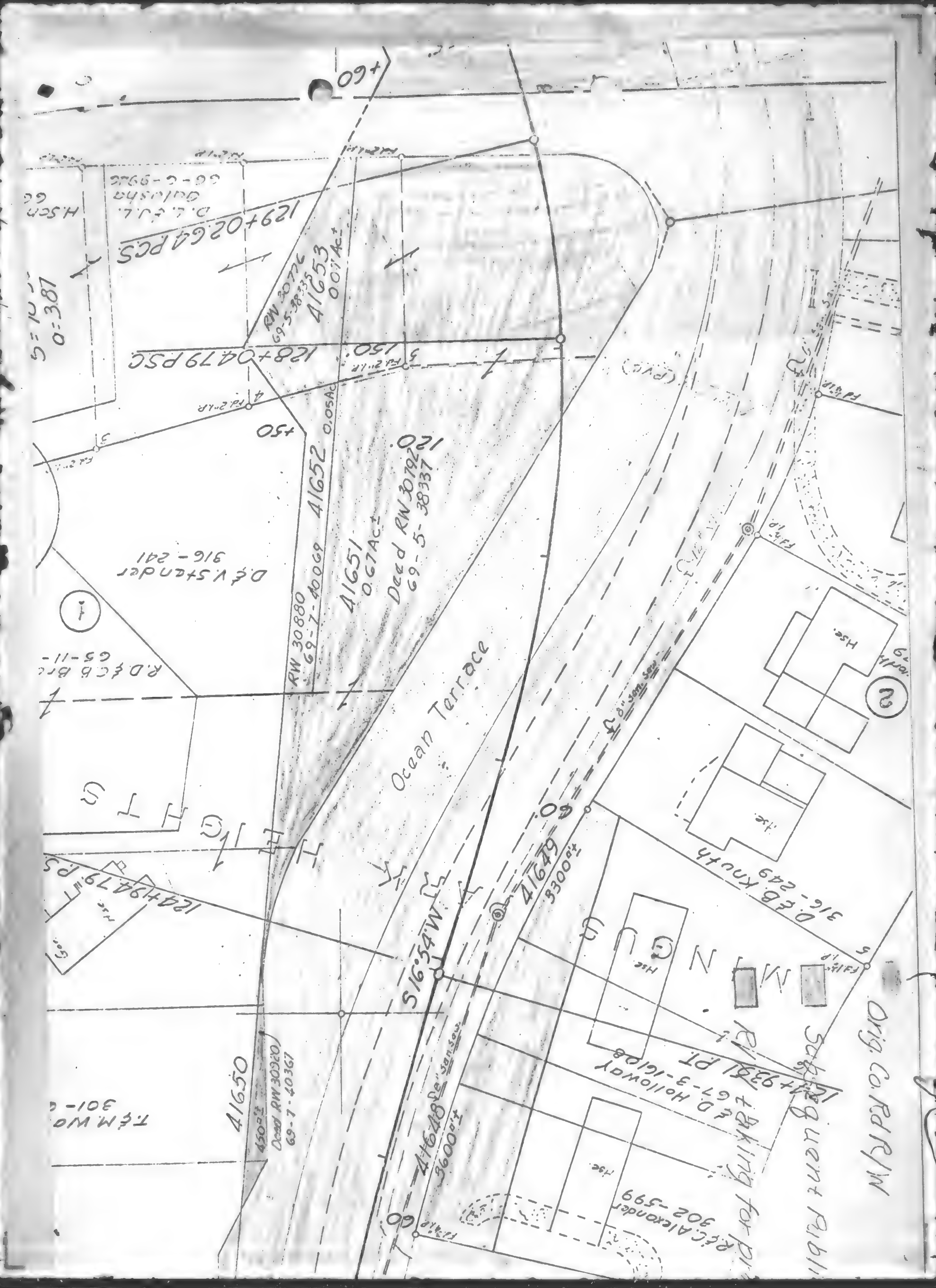
C. T. KEASEY
Regional Engineer

John E. Holcomb
By JOHN E. HOLCOMB
Regional Utility Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 23 1970
☑ ENGR. ☑ COOR. ☑ CE A AE ☑ UC
☑ UPE ☑ CE R RE ☑ RPE ☐

JEH/cw
Attach.
cc T. W. Litchfield
R. A. Sandmann

SP*52475-734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129+02.64 PCS
D.L.&J.L. Galusha
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RW 30880
69-7-40069
A1651
0.67Ac±
Deed RW 30792
69-5-38337
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D.&V. Stander
316-241
R.D.&C.B. Bro
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HEIGHTS
Ocean Terrace
124+94.79 PS
A1650
450±
Deed RW 30920
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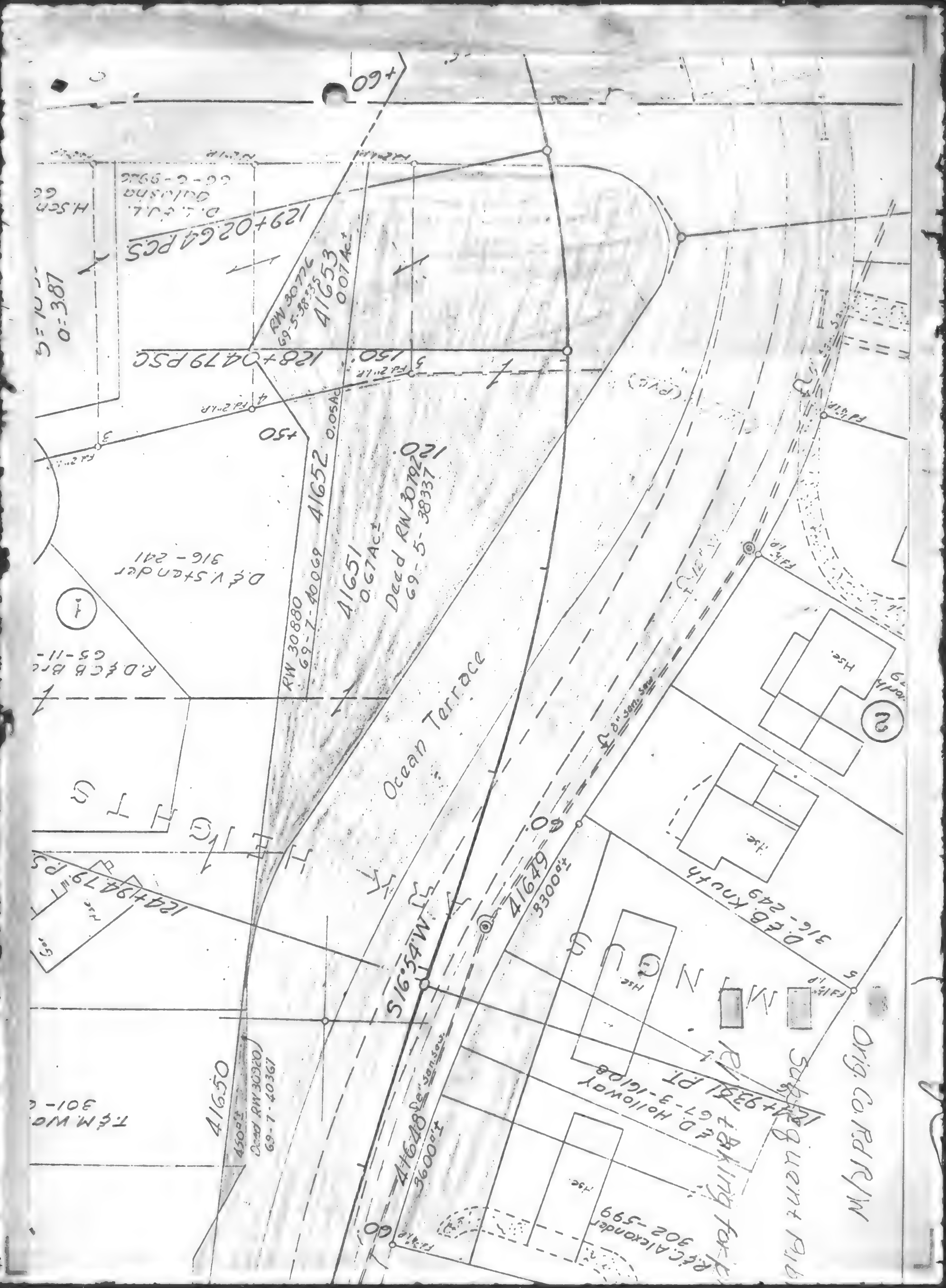
A1649
3300±
8" San Sew
D.&B. Knuth
316-249
Hse.
MINGUS
127+93.31 PT
C.&D. Holloway
67-3-16108
A1648
8" San Sew
3600±
R.&C. Alexander
302-599
Subsequent Rebuilding for P
Orig Co Rd R/W
(PVC)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129+02.64 PCS
D.L.&J.L.
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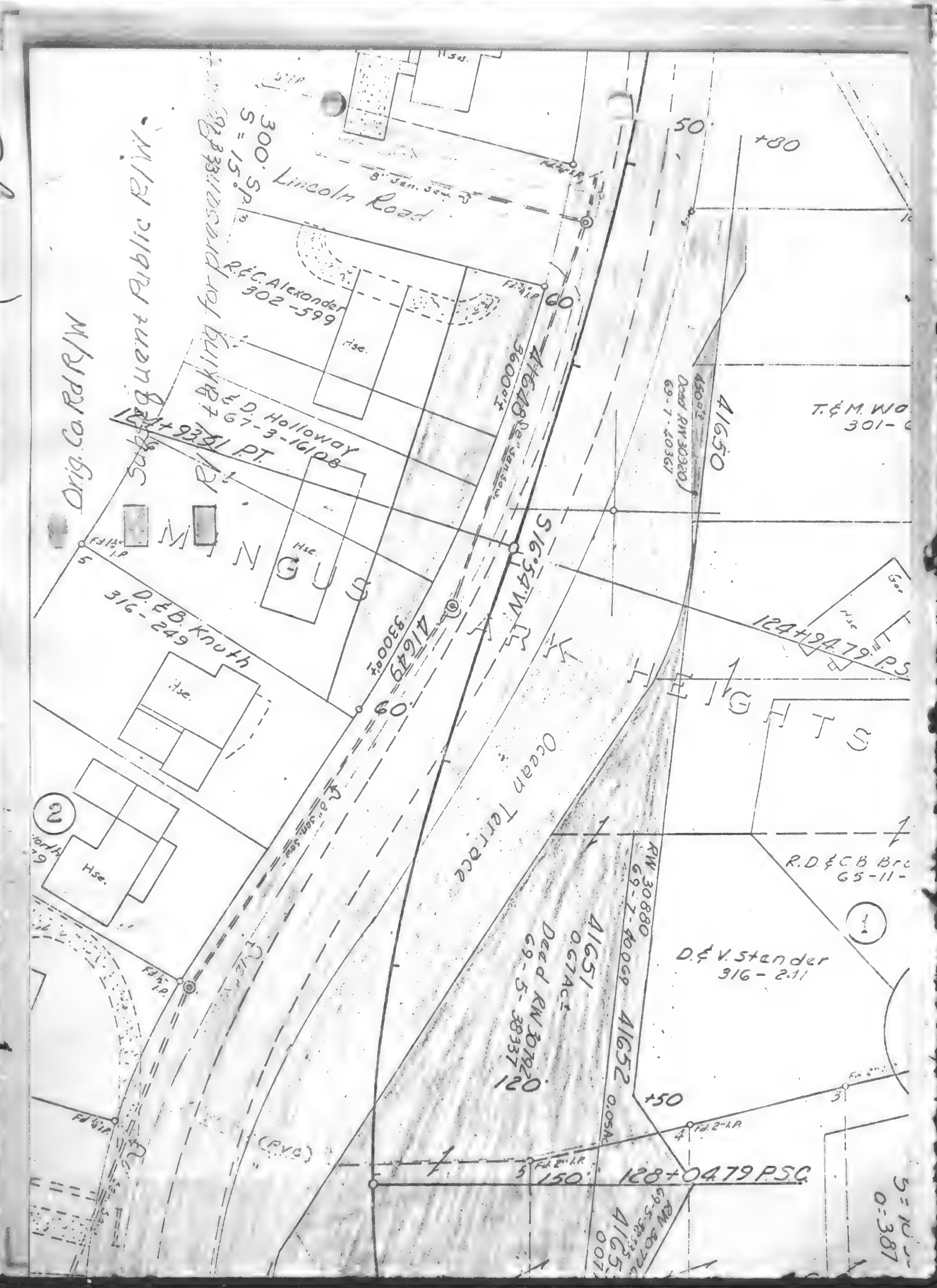
41653
0.07 Ac±
128+04.79 PSC
150'
+50
41652
0.05Ac
120'
41651
0.67Ac±
Dead RW 30792
69-5-38337
RW 30880
69-7-40069
D.&V. Stander
316-241
R.D.&C.B. Bro
65-11-
Ocean Terrace
(PVC)
8" San. Sew
S16°54'W
41649
3300'±
D.&B. Knuth
316-249
Hse.
124+94.79 PS
41650
450'±
Dead RW 30320
69-7-40361
T.&M. Wo
301-
41648
3600'±
8" San. Sew
124+93.51 PT
E.&D. Holloway
67-3-16108
R.&C. Alexander
302-599
Baking for
Subsequent Rd
Orig. Co. Rd R/W
60
1
2



300' S.P.
S = 15°
Lincoln Road
8" San. Sew.
Orig. Co. Rd R/W
Subsequent Public R/W
R/W taking for proposed Bypass
R.&C. Alexander
302-599
Hse.
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8" San. Sew.
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D.&D. Holloway
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Hse.
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D.&B. Knuth
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PARK HEIGHTS
Ocean Terrace
R.D.&C.B. Bro
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RW 30770
69-5-38335
S = 10
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RECEIVED [illegible] 1970
UTILITY UNIT
FOR [illegible]

OREGON STATE
HIGHWAY DIVISION

106-1130
7347

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

December 7, 1970

Mr. R. H. Sallee
Pacific Power & Light Company
920 S.W. Sixth Avenue
Portland, Oregon 97204

Re: Power Line Adjustment
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway
Coos County

ATTENTION: Mr. Lloyd Lamothe

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 24, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of July 20, 1970.

Reimbursement for the work performed on and subsequent to July 20, 1970, in the amount of $2,283.48, will be made in accordance with Paragraph 7g(3) of PM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

JMC:dl
cc: A. E. Johnson
[redacted]
V. L. Gallagher (w/attach) (2)
V. D. Skoog
C. T. Keasey (w/attach) (2)
Bobby Johnson "
R. A. Sandmann "
J. E. Holcomb "

Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work.
Prefix No. 106-1130
Return one copy of Est. ~~and sketch~~ with SFO

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1970
FOR FI

1859

106-1130
7397

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 21, 1970

Mrs. Elvira N. Mitchuel
495 Central Avenue
Coos Bay, Oregon 97420

Dear Mrs. Mitchuel:

Thank you for your letter relating to the Highway Division construction contract on Ocean Boulevard in Coos Bay.

I am advised by the Highway Division that it is anticipated the construction work will progress to the point where at least the base course of paving will be placed this year. This is, of course, a projection which is based upon favorable weather. It is hoped that the contractor will be able to meet this schedule, as it will probably solve much of your problem and inconvenience.

The matter of the delayed payment for your property appears to be a situation which neither you nor the Highway Division can control in that the mortgage on your property is held by an eastern-based company which is slow in providing the mortgage release papers necessary for closing the file. The Highway Division has been in frequent contact with the local agent for the mortgage holder and has been advised verbally as to their requirements for closing the file. The local agent will probably have been in contact with you by the time you receive this letter, and it is my hope that payment will be made shortly thereafter.

The reconstruction of highways is an inconvenience to the motorist and also to the affected property owners on the project. I am sorry that such is the case and I can only say that I hope you will be pleased with the results of the completed project.

Sincerely,

Governor

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TM:ma
bcc: R. L. Porter

COPY

RECEIVED
OCT 16 1970
FOR FILI

106-1130
7397

117

October 13, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to the October 7 letter from Mrs. Elvira N. Mitchuel of Coos Bay. Mrs. Mitchuel's letter concerned a highway construction project on Ocean Boulevard in Coos Bay and also payment for property which it was necessary for the State to acquire.

I believe the draft is self-explanatory, but if additional information is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.

cc: John M. Fulton

R. L. Porter
Tom Edwards
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
C. T. Keasey

ms sr

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
October 15, 1970

Mrs. Elvira N. Mitchuel
495 Central Avenue
Coos Bay, Oregon 97420

Dear Mrs. Mitchuel:

Thank you for your letter of October 7 relating to the Highway Division construction contract on Ocean Boulevard in Coos Bay.

I am advised by the Highway Division that it is anticipated the construction work will progress to the point where at least the base course of paving will be placed this year. This is, of course, a projection which is based upon favorable weather. It is hoped that the contractor will be able to meet this schedule, as it will probably solve much of your problem and inconvenience.

The matter of the delayed payment for your property appears to be a situation which neither you nor the Highway Division can control in that the mortgage on your property is held by an eastern-based company which is slow in providing the mortgage release papers necessary for closing the file. The Highway Division has been in frequent contact with the local agent for the mortgage holder and has been advised verbally as to their requirements for closing the file. The local agent will probably have been in contact with you by the time you receive this letter, and it is my hope that payment will be made shortly thereafter.

The reconstruction of highways is an inconvenience to the motorist and also to the affected property owners on the project. I am sorry that such is the case and I can only say that I hope you will be pleased with the results of the completed project.

DHM:lf sr

MITCHUEL TO HWY 10/8 41637

Coos Bay, Oregon
Oct. 7, 1970

Governor McCall
Salem, Oregon.

Dear Governor McCall:

For the past few months Spencer and Son, contractors, have been working on Ocean Blvd., making it into a 4 lane highway. I am one of the unfortunates who happens to have a home on Ocean Blvd. The State took about 17 feet of my front yard and 2½ feet of my back yard. In the widening process they completely eliminated my drive way (and parking space in front), so it is necessary for me to take the top level of my back yard to convert into parking space and driveway. To date they have removed my hedge, cleared the landing of trees, shrubs etc, which has left a mess of loose dirt. I have contracted with Spencer and Son to level, grade and put the rock on. I have to get someone else to do the paving I understand. This I have not contracted for as yet because I have received no money from the State for all this mess and damage which has been done.

Very soon the rains will start and if this work is not completed before then it will be a muddy sticky mess which will be 10 times worse.

The Highway Dept. has done everything they can do and I have done all that I can do. The money is being held up because some insurance company that is connected with the mortgage, (State Finance in Salem has the mortgage), will not release the property for some reason.

I am a widow and have no one to fight my battles for me in this matter. I need this money to do the work that must be done to make my home livable once again. I cannot hire someone to do this work when I can not pay them. I will not be able to do so until the State pays me the $7,000.00 they have promised for my land and damages to the property.

Will you please look into this matter for me and kindly let me know what you find out? My home is at 1141 Ocean Blvd, Coos Bay, Oregon.

Sincerely yours,

Elvira N. Mitchuel

Elvira N. Mitchuel (Mrs)
495 Central Ave.
Coos Bay, Oregon,
97420
(mailing address)

RECEIVED
OCT 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 8 1970

RECEIVED
OCT 15 1970
FOR FILING

106-1130
7397

99

October 14, 1970

Mr. John d'Arc Lorenz
Industrial Claims Service
310 S. W. Fourth Avenue
Portland, Oregon 97204

Dear Sir:

Re: Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway, Contract #7397
Your File: 723894

We have your September 24 letter concerning the Abney property on Ocean Boulevard in Coos Bay where the subject contract project is in progress with S. D. Spencer and Son as the prime contractor.

The contractor had previously written to our Resident Engineer on the project concerning this same matter. From the information available to us, we cannot confirm that the new roadway facility, as such, has caused any damage. As to whether the contractor's method of operation, equipment used, etc., are a factor, we do not at this time know and thought it proper for the contractor to notify his insurance carrier, which he apparently has done.

Mr. Abney has made no specific demand on the State up to this time, and we plan no further action pending some further development.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
C.T. Keesey
Bobby Johnson
Jack Sollis - w/2 copies of letters.

JAB:fw ms

Industrial Claims Service

INSURANCE ADJUSTERS

310 S. W. FOURTH AVENUE • PORTLAND, OREGON 97204 • TELEPHONE 226-3611

Edwards

September 24, 1970

REGISTERED LETTER
RETURN RECEIPT REQUESTED

REFERRED TO
Admin
BY SECRETARY

Johnson
Investigate
Ell

Contract # 7391

Oregon State Highway Department
Salem, Oregon

Re: Our File : 723894
Our Assured : S. D. Spencer & Son et al
Claimant : Bud Abney
Policy No. : L 79269
D/Loss : 8/15/70

Gentlemen:

We represent the liability insurance carrier for S. D. Spencer & Son.

Your Bobby D. Johnson has been advised of the claim of Bud Abney's residence located at 470 Ocean Blvd., Coos Bay, Oregon, allegedly resulting from S. D. Spencer & Son's operations.

It is our understanding that Mr. Abney takes the position that damage to his property has been caused by the mere carrying out of the contract provisions.

In the event it is determined that damage arose without negligence on the part of S. D. Spencer & Son but by merely performing provisions of the contract, we believe that we should be entitled to full and complete indemnity from the State of Oregon.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

John d'Arc Lorenz

JDL/ks

CC: Victor Risley Co.
CC: S. D. Spencer & Son

RECEIVED
SEP 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan MM
Decker
Bond
Walker
Boehme
Johnsen
Litchfield
Gallagher

RECEIVED
SEP 29 1970
CONSTRUCTION
DIVISION

RECEIVED
SEP 25 1970
OREGON
STATE HIGHWAY COMMISSION

cfy Ponto

STATUS REPORT - CONSTRUCTION SECTION
COOPERATIVE BILLING PROJECTS

Contract No.	
7240	8th St.-Bayshore Drive (Coos Bay) Project Authorization $910,894. Final billing withheld pending receipt of final charges for work done by the Coos Bay-North Bend Water Board under SFO #2.
7293	N.W. 4th Ave.-Broadway (Milton-Freewater) Project Authorization $85,450. Final billing being prepared.
7338	Division St.-Hilda St. (Oregon City) Project Authorization $289,927 Initial billing being prepared.
7397	Woodland Drive-Central Ave. (Coos Bay) Project Authorization $717,148. Initial billing being prepared.
7438	122nd Ave.-140th Ave. Project Authorization $182,690. Initial billing being prepared.

This report includes the October 1, 1970 bid letting.

JK:fw
10-5-70

☒ ENGR. ☑ [illegible] ☑ [illegible] ☒ RE ☑ UE
☑ UPE ☑ SE ☒ HE ☒ RPE ☐

October 2, 1970

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Reference is made to your September 28 letter regarding billing for right-of-way costs on the Central Avenue-Woodland Drive Section (Ocean Boulevard) of the Empire-Coos Bay Highway.

We hereby inform you that any costs related to this project will be handled within the Highway Division by transfers from the advance deposit. Necessary adjustments will be made upon completion of the project.

We regret any inconvenience you may have been caused.

Very truly yours,

H. S. Cox
County and City Engineer

By

D H Harwell

D. H. Harwell
Coordinating Engineer

DHH:mm

bc: F. B. Klaboe
V. E. Skoog, attention Paul Hatcher
D. H. Moehring--Please furnish City a listing of properties acquired.

RECEIVED
OCT 5 - 1970
FOR FILING

10-6-1130
7397

FORM 2-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1970

SUBJECT: Deposits
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway #243
City of Coos Bay

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The City of Coos Bay and State entered into a cooperative construction-finance agreement on December 19, 1966, and various subsequent supplemental agreements pertaining to the improvement of Ocean Boulevard.

On June 4, 1970, bids were received on this project with the anticipated cost at approximately $880,000, 16.4% above State's estimate.

On June 5, 1970, we wrote to City requesting City's share ($220,000) which took into consideration the bid, add items, engineering, traffic signals, right-of-way, and all related costs.

The City has deposited with State said sum of $220,000 (25% of total estimated cost); however, they are being billed periodically for progress billing on right-of-way. The City has protested this procedure (9/28/70 letter attached) and, based on the foregoing, we request that rather than these billings to the City, we transfer the necessary amounts from the account and settle the matter of financing upon completion of the project in accord with the agreements.

[illegible]
F.B. KLABOE

Your concurrence is requested, and if given, we will so advise the City.

H. S. Cox
County and City Engineer

By

D N Harwell
D. N. Harwell
Coordinating Engineer

Approved 10-2-70
F Klaboe
Asst. State Hwy. Engr.

copy to Harwell 10-2-70

DNH:mm
Att: City letter

cc: V. E. Skoog
D. H. Moehring

SP*52475-734

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Central Ave - Woodland Dr

WILLIAM L. MORIN
MAYOR

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

Coos Coast
Ref agree's of 6-25-70,
+ 1966, 67 + 69

RECEIVED
COUNTY & CITY SECTION
SEP 29 1970
☑ ENGR. ☑ CONTR. ☐ CE ☐ AE ☑ UE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

September 28, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Invoice # 103457
payment #7 = $1,023.64

Attention: Mr. Don Harwell

Subject: OSHD Billing Requisition No. FA 293
Right of Way Costs on Ocean Boulevard

Dear Don:

Attached is a copy of a Highway Department bill for which I don't think we are obligated. I think we have prepaid these costs either by prior payments on property acquired or because we paid the entire $220,000.00 which included estimated right-of-way costs.

I would appreciate it if you could check this for me. The Council would also like a list of property acquired as a matter of information. We have received one list a couple of months ago, but nothing since. Thanks.

Very truly yours,

Hal Leedom

Harold A. Leedom
City Manager

HAL/kla
Enclosure

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103457

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-24-70	FA 293		106-2099-299

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Cooperative construction-finance agreement dated 12-19-66; amended 8-29-67; Supplemented 5-28-69; concerning the improvement of the Central Avenue-Newmark Avenue Section of the Empire-Coos Bay Highway. This billing covers the right-of-way purchased through August 1970 cost records by the Oregon State Highway Division.			
Right-of-way acquired		155,470.62	
Appraisal Fees		4,987.08	
Title Insurance, Recording Fees, & Taxes		1,747.23	
Relocation Incidental Expense		184.88	
Witness Fees & Other Trial Expense		106.55	
Acquisition Expense		5,265.32	
Total		167,761.68	
City of Coos Bay's Share		25%	41,940.42
Less Amount Previously Billed			40,916.78
Total Amount Due - Progress Billing #7			1,023.64

RECEIVED SEP 2 5 1970

RECEIVED
SEP 1[illegible] 1970
FOR FILE

OREGON STATE
HIGHWAY DIVISION

106-1130

7397

NOTED
R. L. PORTER

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 3, 1970

Mr. Harold A. Leedom
Coos Bay City Manager
City Hall
Post Office Box 1118
Coos Bay, Oregon 97420

Re: Advance Deposit
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway #243
City of Coos Bay

Dear Hal,

Acknowledgment is made of receipt of City's check, No. 2287, in the amount of $50,042.06 to cover balance of payment as referred to in your letter of August 14, 1970, pertaining to subject matter.

We again wish to thank you for your cooperation in this and related highway matters in your City.

Very truly yours,

R. L. Porter
State Highway Engineer

D N Harwell

By: D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
C. T. Keasey
V. E. Skoog--Check sent you 9/2/70 by Query
Floyd Query

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 19 1970

OREGON STATE
HIGHWAY DIVISION

106-1130
1277

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone ~~364-2171~~ 378-4514

August 17, 1970

Mr. Harold A. Leedom
Coos Bay City Manager
City Hall, P.O. Box 1118
Coos Bay, Oregon 97420

Advance Deposit
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway #243
City of Coos Bay

Dear Hal:

We wish to acknowledge receipt of City's warrant #2253 in the amount of $150,000 to cover a portion of City's advance deposit of $220,000 per previous agreement.

Based on your letter, we anticipate the additional payment prior to August 31 to cover balance of City's cost.

We wish to thank you for your participation in this project and appreciate the fine relationship that the City and State has regarding various matters pertaining to highway construction within your city.

Very truly yours,

R. L. Porter
State Highway Engineer

By D N Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:lat

BC R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
C. T. Keasey
V. E. Skoog, Attn: John Herr

Received ____________
Date 8/17/70

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM L. MORIN
MAYOR

HAROLD A. LEEDOM
CITY MANAGER

SISTER CITY
LARVIK, NORWAY

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

August 14, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97301

Attention - Mr. Fred Klaboe

Dear Fred:

Enclosed is the City of Coos Bay's check in the amount of $150,000 as partial payment for the Ocean Boulevard Woodland Drive to Central Avenue section.

It is proposed to pay the remainder before the end of August. I'm sorry that our total contribution is not available as we had agreed. Our projections of cash carry over and investment schedules were a bit off.

I propose to pay the entire $220,000 as follows:

Total	$220,000	
Less previous R/W payments	- 19,958	
Less payment 8-14-70	- 150,000	
Due before August 31,		$50,042

Very truly yours,

Harold A. Leedom

Harold A. Leedom
City Manager

8-17-70

orig w/check
No. 2253 to
Cox for processing.

HAL/rb

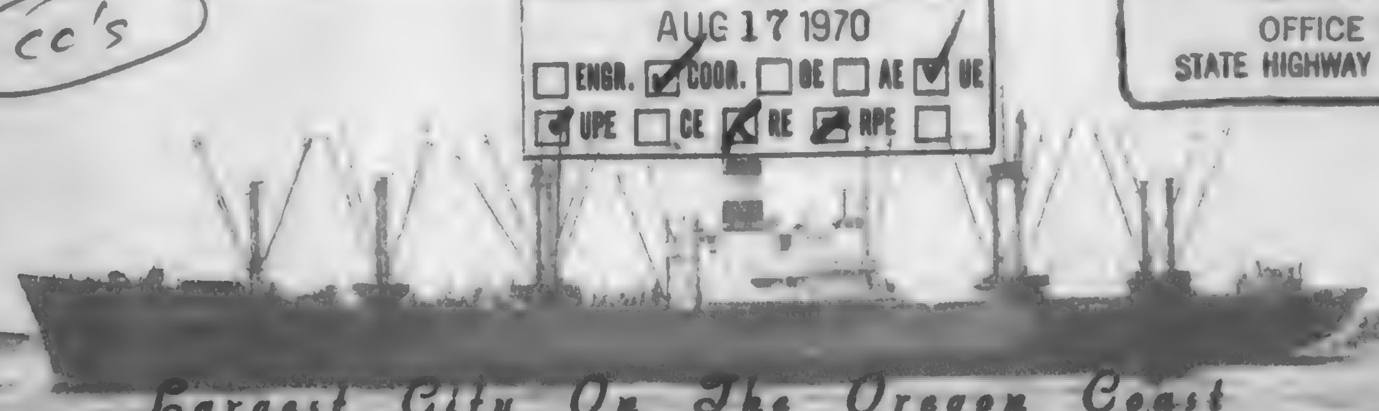
Enclosure

cc's

NOTED
F. B. KLABOE

RECEIVED
COUNTY & CITY SECTION
AUG 17 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER



Largest City On The Oregon Coast

RECEIVED
JUL 1[illegible] 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

106-1130
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171
7397

July 8, 1970

Coos Bay-North Bend Water Board
P. O. Box 539
Coos Bay, OR 97420

ATTENTION: C. W. Heckard, Manager

Re: Water Facilities Adjustment
Woodland Drive-Central Avenue Sec.
Empire-Coos Bay Highway
Coos County
Contract No. 7397

Gentlemen:

Your estimate and sketch maps for the adjustment of your facilities on this project, as submitted with your letters of April 10, 1970, June 10, 1970 and June 24, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of April 22, 1970.

Please keep Mr. Bobby D. Johnson, Resident Engineer, P. O. Box 336, Coquille, Oregon 97423, Phone: 396-3433, informed of your work schedule so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to April 22, 1970, will be made, subject to the provisions of PPM 30-4 and upon receipt of your statement of charges, as follows:

1. For the actual cost of the relocation work set forth on Sheets 1, 2, 3, 4 & 6 of your estimate submitted on April 10, 1970, and on Sheet 4 of your estimate submitted on June 10, 1970.
2. For the adjustment of 28 water services at an average cost of $178.51 each. This unit price was computed from the costs contained in Sheets 1, 2 and 3 of your estimate submitted on June 10, 1970.

NOTED
A. E. JOHNSON

Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
JUL [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss
cc: A. E. Johnson
V. L. Gallagher (2) (w/attachment)
V. E. Skoog "
C. T. Keasey (w/attachment) (2)
B. D. Johnson "
R. A. Sandmann "
J. E. Holcomb "

Note to C.T. Keasey: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO. Prefix No.: 106-1130

RECEIVED
JUL 6 - 1970
FOR FILING

106-1130
7397

July 3, 1970

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7397 for grading, paving and signal in Coos Bay on the Empire-Coos Bay Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr/ses
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Victor S. Risley Co.
804 Board of Trade Bldg.
Portland, Oregon 97204

bcc F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Bobby Johnson

RECEIVED
JUN 30 1970
FOR FILING

106-1130
Y397

June 29, 1970

Mr. S. E. Herman
Finance Officer
City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

MISC. CONTRACTS and
AGREEMENTS No. 3230

Dear Mr. Herman:

Attached for your records is a fully executed copy of a supplemental letter-form agreement covering the Woodland Drive-Central Avenue Unit of the Central Avenue-Newmark Avenue Section on the Empire-Coos Bay Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

RECEIVED
AUG 6 1970
FOR FILING

166-1130
7397

Bid
June 4

June 25, 1970

S. D. Spencer & Son
4614 N.E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your proposal for grading, paving, and signal on the Woodland Drive-Central Avenue (Coos Bay) Section of the Empire-Coos Bay Highway in Coos County for the sum of $623,348.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Coos Bay is received and the sum of $220,000 is deposited by the City.

Those conditions were fulfilled and the State Highway Engineer on June 24, 1970, awarded you the project, which has been assigned Contract No. 7397.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 8, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
C. T. Keasey
Bobby Johnson
William Geibel (SAIF)

RECEIVED
JUN 15 1970
FOR FILING

106-1130
7397

June 12, 1970

Mr. Harold Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

A few days ago I wrote you concerning participation in a traffic signal in Coos Bay at the intersection of Ocean Boulevard and Butler Road.

Unbeknownst to me, the County-City Division had included this as a part of its letter of June 5 concerning the contribution on the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway.

Please, therefore, disregard my June 10 letter concerning the traffic signal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
H. S. Cox
V. E. Skoog
C. T. Keasey

RECEIVED
JUN 12 1970

FOR FILING

106-1130
7397

June 10, 1970

Mr. Harold Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

On June 5 bids were opened for the proposed traffic signal installation at the intersection of Ocean Boulevard and Butler Road in Coos Bay.

The low bid was $16,000. Engineer and contingencies are estimated to cost 14½ percent of the contract, or $2,320. The total estimated cost of the installation then becomes $18,320.

If you will submit the City's check for $9,160, we will include this installation in the construction contract on this section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Cox
V. E. Skoog
C. T. Keasey

VPJ:bls ja

COST SHARING
June 4 & 5 Signal Projects

Coos Bay (Ocean Blvd. @ Butler Rd.)

Low Bid - $16,000
Engr. & Contingencies (14½%) - 2,320
Total Estimated Cost - $18,320

City's Share (50%) - 9,160

Cottage Grove (Ninth & Main):

Low Bid - $9,073
Engr. & Contingencies (14½%) - 1,316

Total Estimated Cost - $10,389

City's Share (50%) - 5,194.50 ($5,200)

RECEIVED
JUN 12 1970
FORM 2-30 50M 10-69
FOR FILING

106-1130
7397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1970

SUBJECT: Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway

To: Memo to File

Mayor Wm. L. Morin of Coos Bay was in the office this morning to discuss Don Harwell's June 5 letter concerning the project on Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway.

The Mayor stated that the City is in financial straits and simply does not have $220,000, which is the estimated 25 percent of the total project cost. He said that the City could deposit this amount on or after August 1, 1970.

I told the Mayor that we would revise our agreement to make provision for an August 1 payment and that I felt we could proceed on this basis. Si Cox is making the necessary arrangements.

R.L.P.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
L. H. Young
Victor D. Wolfe
H. S. Cox
V. E. Skoog
C. T. Keasey

NOTED
H. S. COX

June 5, 1970

Mr. Harold A. Leedom
City Manager
P. O. Box 1118
Coos Bay, Oregon 97420

Dear Sir:

On June 4, 1970, the Oregon State Highway Commission opened bids on the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway within the City of Coos Bay. The apparent low bid was submitted by S. D. Spencer and Son of Vancouver, Washington.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$623,348.50
Add items (flagging, utilities)	8,500.00
Subtotal-------------------	$631,848.50
13½% engineering & contingencies	85,299.55
Subtotal anticipated cost---	$717,148.05
Right-of-way (estimated)---------	160,000.00
ESTIMATED TOTAL COST---------	$877,148.05
or say	$878,000.00

Based on the above and pursuant to the State-City agreement, a contract cannot be awarded until the City has deposited its estimated share of the cost (25%). The anticipated cost is approximately 16.4% above State's latest revised estimate; however, we are willing to accept this bid if the City concurs. If the City does concur, a check in the amount of 25% which is approximately $220,000 should be forwarded to this office, made payable to the Oregon State Highway Commission. If the City wishes to proceed and cannot make an initial deposit of $220,000, we would be willing to accept an amount of - say- $120,000 with the balance due on or before August 10, 1971.

If the City does not wish to proceed, we would appreciate a letter to this effect.

Note (6-11-70)
This letter supersedes Mr. Edwards' letter of 6-10-70 requesting $9,000+, adjustment of monies later—
DonH.

NOTED ✓
DON HARWELL

We realize the foregoing will be somewhat disappointing to you, but it seems this is a reflection of the rising costs and current trends. We will await your reply as to what decision is reached in regard to this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

D N Harwell
H. S. Cox
for County and City Engineer

DNH:mm

cc: Forrest Cooper
R. L. Porter → Tom Edwards
F. B. Klaboe
L. H. Young
C. T. Keasey
L. E. George

PROJECT # 3 Woodland Dr.-Central Ave.
(Coos Bay) Sectio
Empire-Coos Bay Hwy in Coos Bay

OWNER: Oregon State Highway Department
Coos unty

DATE: June 4, 1970 **PAGE:** 1 of 3

1. S. P. Spencer & Son Vans. 623,348 50
2. Johnson Rock Prod, Inc N.B. 699,470 00
3. John Engl Seaside 710,385 25
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QUANTITY		DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
	L.S.	Traffic Temp. Protection & Direction of	1	7500	10,040	15,850
	L.S.	Clearing & Grubbing	2	[illegible]	31,400	30,000
	L.S.	Removal of Structures & Obstructions	3	5000	11,180	10,000
220	C.Y.	Ditch Exc.	4	506.00 2.30	6.50	6.75
5,400	C.Y.	Embankment Foundation Exc.	5	9,720 1.80	6.25	6
33,000	C.Y.	Borrow Exc.	6	47,850 1.45	[illegible]	2.00
41,000	C.Y.	General Exc.	7	59,450 1.45	2.10	2
4,700	C.Y.	Extra for Selected Granular Material	8	940.00 .20	1.10	.90
3,100	C.Y.	Trench Exc.	9	15,500.00 5.00	4.45	5.00
	L.S.	Finishing Roadbed & Slopes	10	[illegible]	4,700	5000
660	S.Y.	Obliteration of Roadway	11	660.00 1	1.10	.90
200	C.Y.	Furnishing & Placing Topsoil	12	800.00 4	5.45	10
770	M-gals.	Watering	13	1925.00 2.50	5.20	5
4,800	tons	Bituminous Base Mixture	14	39,360.00 8.20	8.70	9
265	tons	Asph. in Bituminous Base Mixture	15	10,600 40.00	45.00	45.00
1,400	tons	3/4" - 0 Aggregate Base	16	7,700.00 5.50	4.10	[illegible]
24,000	tons	Plant-Mix Aggregate Base	17	132,000.00 5.50	4.45	4.–
7,200	tons	Cl. "B" Asph. Conc. Mixture	18	60,480.00 8.40	[illegible]	7
470	tons	Asph. Cement in Mixture	19	18,800.00 40	47	48

S-403 R9 9/69 PRINTED IN U.S.A.

® SAFECO Insurance Company of America, [illegible]

NOTED
DON HARWELL

PROJECT #3 Woodland Dr.-Central Ave.
(Coos Bay) Sectio
Empire-Coos Bay Hwy in Coos Bay

OWNER: Oregon State Highway Department
Coos County

DATE: June 4, 1970 **PAGE:** 2 of 3

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QUANTITY		DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
6,000	S.Y.	Temp. Surfacing	20	12,600.00 2.10	1.50	1.75
5	tons	Asph. in Tack Coat	21	450.00 90.00	100	100
250	C.Y.	3/4" - 0 Aggregate in Prime Coat	22	2050.00 8.20	6.50	6.55
44	tons	RC-250 Asph. in Prime Coat	23	3960.00 90	60	72
255	C.Y.	Cl. "A" Conc. in Retaining Walls	24	31875.00 125	90.	95
21,300	lbs.	Reinf. in Retaining Walls	25	4686.00 .22	.15	.13
360	L.F.	Pipe Handrail	26	1800.00 5	7.80	7.50
56	L.F.	8" Culvert Pipe	27	140.00 2.50	3.35	3
130	L.F.	12"Culvert Pipe	28	520.00 4	5.35	5.25
500	L.F.	18" Culvert Pipe	29	3500.00 7	7.55	7.40
450	L.F.	6" Asbestos Cement Sewer Pipe	30	3825.00 8.50	8.65	8
500	L.F.	8" Sewer Pipe	31	2000.00 4.00	5.25	5.10
2,300	L.F.	12" Sewer Pipe	32	16,100.00 7	6.25	6.70
470	L.F.	15" Sewer Pipe	33	4700.00 10	8.25	8
390	L.F.	18" Sewer Pipe	34	5460.00 14	13.5	13
190	L.F.	Extra for Pipe Under Pavement	35	1140.00 6	3.35	4
13	Only	Conc. Manholes	36	6500.00 500	650	825
6	Only	Conc. Inlets, Type CG-1	37	1350.00 225	175	175
26	Only	Conc. Inlets, Type GB-1	38	6240.00 240	150	165

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® SAFECO Insurance Company of America, registered trademark owner.

PROJECT # 3 Woodland Dr.-Central Ave.
(Coos Bay) Sectio[illegible]
Empire-Coos Bay H[illegible] in Coos Bay

OWNER: Oregon State Highway Department
Coos [illegible]unty

DATE: June 4, 1970 **PAGE:** 3 of 3

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QUANTITY		DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
2	Only	Conc. Inlets, Type G-2MA	39	600.00 300.00	190	225
520	L.F.	6" Drain Pipe	40	1820.00 3.50	3.35	3.20
210	L.F.	8" Drain Pipe	41	945.00 4.50	5.30	5.20
44	L.F.	12" Drain Pipe	42	264.00 6	7.55	7.50
540	C.Y.	Spec. Filter Material in Drains	43	6480.00 12	10.50	10
625	L.F.	Guard Rail, Type 1	44	28/12.50 4.50	4.75	4.75
3	Only	Portable Barricade	45	525.00 175	100	75
200	S.Y.	Conc. Walks	46	1500.00 7.50	4.50	4.60
400	S.Y.	Conc. Driveways	47	3200.00 8	6.75	6.75
280	S.Y.	8" Conc. Surfacing	48	3360.00 12	8	8.10
320	C.Y.	Conc. Curbs	49	23,200.00 72.50	60	72
10	C.Y.	Conc. Islands	50	725.00 72.50	45	50
18	Only	Extra for Asph. Approaches	51	2700.00 150	50	60
16	C.Y.	Loose Riprap, Cl. 100	52	160.00 10	10.50	10
10	Only	Adjusting Manholes	53	1000.00 100	100	96
3	Only	Reconstructing Conc. Manholes	54	870.00 290	215	150
	L.S.	Complete Traffic Signal Installation.	55	16,[illegible]	15,500	19,250
				623,348.50		

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WOODLAND DR.-CENTRAL AVE. (COOS BAY) SECTION

EMPIRE-COOS BAY HIGHWAY

COOS COUNTY

State Project
0.8 mi. Grading, Paving & Signal

Bids Received June 4, 1970

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,800.00
2.	Clearing and Grubbing	All Specified		8,500.00
3.	Removal of Structures and Obstructions	All Specified		1,500.00
4.	Ditch Excavation	220 cu.yds.	$ 3.00	660.00
5.	Embankment Foundation Excavation	5,400 cu.yds.	1.50	8,100.00
6.	Borrow Excavation	33,000 cu.yds.	1.25	41,250.00
7.	General Excavation	41,000 cu.yds.	1.25	51,250.00
8.	Extra for Selected Granular Material	4,700 cu.yds.	0.50	2,350.00
9.	Trench Excavation	3,100 cu.yds.	3.00	9,300.00
10.	Finishing Roadbed and Slopes	All Specified		1,500.00
11.	Obliteration of Roadway	660 sq.yds.	0.75	495.00
12.	Furnishing and Placing Topsoil	200 cu.yds.	5.00	1,000.00
13.	Watering	770 M-gals.	3.00	2,310.00
14.	Bituminous Base Mixture	4,800 tons	9.90	47,520.00
15.	Asphalt in Bituminous Base Mixture	265 tons	37.00	9,805.00
16.	3/4" - 0 Aggregate Base	1,400 tons	4.40	6,160.00
17.	Plant-Mix Aggregate Base	24,000 tons	4.40	105,600.00
18.	Class "B" Asphalt Concrete Mixture	7,200 tons	9.90	71,280.00
19.	Asphalt Cement in Mixture	470 tons	37.00	17,390.00
20.	Temporary Surfacing	6,000 sq.yds.	2.50	15,000.00
21.	Asphalt in Tack Coat	5 tons	100.00	500.00
22.	3/4" - 0 Aggregate in Prime Coat	250 cu.yds.	7.15	1,787.50

NOTED
ON HARWELL

23.	RC-250 Asphalt in Prime Coat	44 tons	$ 65.00	$ 2,860.00
24.	Class "A" Concrete in Retaining Walls	255 cu.yds.	90.00	22,950.00
25.	Reinforcement in Retaining Walls	21,300 lbs.	0.20	4,260.00
26.	Pipe Handrail	360 lin.ft.	15.00	5,400.00
27.	8-inch Culvert Pipe	56 lin.ft.	3.00	168.00
28.	12-inch Culvert Pipe	130 lin.ft.	4.00	520.00
29.	18-inch Culvert Pipe	500 lin.ft.	5.95	2,975.00
30.	6-inch Asbestos Cement Sewer Pipe	450 lin.ft.	7.00	3,150.00
31.	8-inch Sewer Pipe	500 lin.ft.	3.00	1,500.00
32.	12-inch Sewer Pipe	2,300 lin.ft.	5.00	11,500.00
33.	15-inch Sewer Pipe	470 lin.ft.	6.00	2,820.00
34.	18-inch Sewer Pipe	390 lin.ft.	8.00	3,120.00
35.	Extra for Pipe Under Pavement	190 lin.ft.	10.00	1,900.00
36.	Concrete Manholes	13 only	375.00	4,875.00
37.	Concrete Inlets, Type CG-1	6 only	175.00	1,050.00
38.	Concrete Inlets, Type GB-1	26 only	175.00	4,550.00
39.	Concrete Inlets, Type G-2MA	2 only	250.00	500.00
40.	6-inch Drain Pipe	520 lin.ft.	2.50	1,300.00
41.	8-inch Drain Pipe	210 lin.ft.	3.00	630.00
42.	12-inch Drain Pipe	44 lin.ft.	4.00	176.00
43.	Special Filter Material in Drains	540 cu.yds.	8.00	4,320.00
44.	Guard Rail, Type 1	625 lin.ft.	2.95	1,843.75
45.	Portable Barricade	3 only	100.00	300.00
46.	Concrete Walks	200 sq.yds.	6.00	1,200.00
47.	Concrete Driveways	400 sq.yds.	7.00	2,800.00
48.	8-inch Concrete Surfacing	280 sq.yds.	10.00	2,800.00
49.	Concrete Curbs	320 cu.yds.	60.00	19,200.00
50.	Concrete Islands	10 cu.yds.	60.00	600.00
51.	Extra for Asphalt Approaches	18 only	50.00	900.00
52.	Loose Riprap, Class 100	16 cu.yds.	9.00	144.00
53.	Adjusting Manholes	10 only	75.00	750.00
54.	Reconstructing Concrete Manholes	3 only	300.00	900.00
55.	Traffic Signal Installation, Complete	All Specified		17,300.00
		For Comparison of Bids		$ 535,319.25

ESTIMATED CONSTRUCTION AUTHORIZATION

		623,348.50
Estimated Contract Amount		$535,319.25
Anticipated Additional Items:		
Flagging (State Share)	$1,500.00	
Adjust Utilities	7,000.00	
		8,500.00
		$543,819.25
Engr. & Cont. (13-1/2%)		73,415.60
Estimated Net Authorization, Constr.		$617,234.85

+16.4%

55 parcels
46 titles optioned
RW = $119,939

plus 13½%

623,348.50
1 500
7 000
631,848.50
85 299.55
717,148.05 This
617 234.85
99,913.20 diff.

$180,000 + RW $(40,000 est) = $220,000± city cost

4/720

MAY 7

Section Woodland Drive - Central Ave. (Coos Bay)

Highway Empire - Coos Bay

County Coos

Kind of Work Grading and Paving

Project Allotment $ 560,000.00

Project Length 0.8

Completion Time 140 cal days (all but signal)
180 " " (all)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 496,896.75	
Anticipated Additional Items:	Signals	17,300.00	May 15
		514,196.75	535,300+
Flagging (State Share)	1,500.00		
Slide Correction			
Railroad Protective Costs —			
Other Railroad Costs —			
Signing			
Pavement Striping			
Adjust Utilities			
Coos Bay-North Bend Water Board	7000.00		
		8,500.00	
		$ 522,696.75	
Engr. & Cont. (13½%)		70,564.06	
Total	May 7 →	$ 593,260.81	May 15 617,230+
Credit for			
Estimated New Authorization, Constr.		$	

RECEIVED
MAY 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

Preliminary
Subject
to change

NOTED
DON HARWELL

Form E-40

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET 1 OF .... SHEETS

Woodland Dr. - Central Ave (Coos Bay) Sec.
Empire - Coos Bay

No.	ITEM			Price	Amount
1	Temporary Protection and Direction of Traffic	All Specified			2800^{00}
2	Clearing and Grubbing	" "			8500^{00}
3	Removal of Structures and Obstructions	" "			1500^{00}
4	Ditch Excavation	220	cu yds	3^{00}	660^{00}
5	Embankment Foundation Excavation	5400	" "	1^{50}	8100^{00}
6	Borrow Excavation	33000	" "	1^{25}	41250^{00}
7	General Excavation	41000	" "	1^{25}	$51,250^{00}$
8	Extra for Selected Granular Material	4700	" "	0^{50}	2350^{00}
9	Trench Excavation	3100	" "	3^{00}	9300^{00}
10	Finishing Roadbed and Slopes	All	Specified		1500^{00}
11	Obliteration of Roadway	660	sq yd	0^{75}	495^{00}
12	Furnishing and Placing Topsoil	200	cu yd	5^{00}	1000^{00}
13	Watering	770	M-Gal	3^{00}	2310^{00}
14	Bituminous Base Mixture	4800	Tons	9^{00}	43200^{00}
15	Asphalt in Bituminous Base Mixture	265	"	37^{00}	9805^{00}
16	3/4"-0 Aggregate Base	1400	"	4^{00}	5600^{00}
17	Plant-Mix Aggregate Base	24000	"	4^{00}	$96,000^{00}$
18	Class "B" Asphalt Concrete Mixture	7200	"	9^{00}	$64,800^{00}$
19	Asphalt Cement in Mixture	470	"	37^{00}	$17,390^{00}$
20	Asphalt in Tack Coat	5	"	100^{00}	500^{00}
21	3/4"-0 Aggregate in Prime Coat	250	cu yds	6^{50}	1625^{00}
22	RC-250 Asphalt in Prime Coat	44	Tons	65^{00}	2860^{00}
23	Class "A" Concrete in Retaining Walls	255	cu yds	90^{00}	22950^{00}
24	Reinforcement in Retaining Walls	21,300	lbs	0^{20}	4260^{00}
25	Pipe Handrail	360	lin ft	15^{00}	5400^{00}
	Temporary Surfacing	6000	sq yds	2^{50}	15000^{00}

Form E-10-

TABULATION SHEET
SHEET 2 OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Woodland Drive – Central Avenue (Coos Bay)

No	ITEM			Price	Amount
26	8-inch Culvert Pipe	56	lin ft	3^{00}	168^{00}
27	12-inch " "	130	" "	4^{00}	520^{00}
28	18-inch " "	500	" "	5^{95}	2975^{00}
29	6-inch Asbestos Cement Pressure Pipe	450	" "	7^{00}	3150^{00}
30	8-inch Sewer Pipe	500	" "	3^{00}	1500^{00}
31	12-inch " "	2300	" "	5^{00}	$11,500^{00}$
32	15-inch " "	470	" "	6^{00}	2820^{00}
33	18-inch " "	390	" "	8^{00}	3120^{00}
34	Extra for Pipe Under Pavement	190	" "	10^{00}	1900^{00}
35	Concrete Manholes	13	only	375^{00}	4875^{00}
36	Concrete Inlets, Type CG-1	6	"	175^{00}	1050^{00}
37	" " " GB-1	26	"	175^{00}	4550^{00}
38	" " " G-2MA	2	"	250^{00}	500^{00}
39	6-inch Drain Pipe	520	lin ft.	2^{50}	1300^{00}
40	8-inch " "	210	" "	3^{00}	630^{00}
41	12-inch " "	44	" "	4^{00}	176^{00}
42	Special Filter Material in Drains	540	cu yds	8^{00}	4320^{00}
43	Guard Rail, Type 1	625	lin ft.	2^{95}	1843^{75}
44	Portable Barricade	3	only	100^{00}	300^{00}
45	Concrete Walks	200	SQ YDS	6^{00}	1200^{00}
46	Concrete Driveways	400	" "	7^{00}	2800^{00}
47	8-inch Concrete Surfacing	280	" "	10^{00}	2800^{00}
48	Concrete Curbs	320	cu yds	60^{00}	19200^{00}
49	Concrete Islands	10	" "	60^{00}	600^{00}
50	Extra for Asphalt Approaches	18	only	50^{00}	900^{00}

Form E-10-

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 3 OF .... SHEETS

Woodland Dr. - Central Ave. (Coos Bay

No	ITEM			Price	Amount
51	Loose Riprap, Class 100	16	cu yds	9^{00}	144^{00}
52	Adjusting Manholes	10	only	75^{00}	750^{00}
53	Reconstructing Concrete Manholes	3	"	300^{00}	900^{00}
54	Traffic Signal Installation, Complete	All Specified			17300^{00}
					$ 514196^{75}

Flagging $1500

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
May 12, 1970

NOTED
H. S. COX

SUBJECT: Jurisdiction of Street Right of Way
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway
Coos County

To: Mr. H. S. Cox
County & City Engineer
BUILDING

Enclosed herewith is a copy of a letter from Jack L. Sollis to John E. Holcomb, Field Utilities Liaison Engineer, regarding ownership rights of street right of way on the above subject project.

Your attention is directed to Paragraph 1 of Page 2 concerning the possible existence of a State-City Agreement concerning jurisdiction of certain portions of highway right of way. Your attention is further directed to the last paragraph on Page 2 which stipulates that street right of way jurisdiction should be clarified.

Further information concerning the above can be obtained from Mr. Holcomb.

Your earliest attention to this matter will be greatly appreciated.

T. W. Litchfield
Utilities Liaison Engineer

By: Jackson Cartwright
Jack M. Cartwright
Utilities Office Engineer

JMC:ss

cc: C. T. Keasey
J. L. Sollis
Bobby Johnson
J. E. Holcomb

RECEIVED
MAY 12 1970
ENGINEER
COUNTY & CITY DIVISION

5-14-70
Discussed with City Mngr - Leedom. he says we will work out

5-18-70
Holcomb will send map for us to work with
Don H.

NOTED
DON HARWELL

LEE JOHNSON
Attorney General

DIARMUID F. O'SCANNLAIN
Deputy Attorney General

Trial Division

THOMAS D. O'DELL
Chief Trial Counsel

J. BRADFORD SHILEY
Assistant Chief Trial Counsel

WALLACE CARPENTER
LEONARD I. LINDAS
Assistant Attorneys General and Counsel

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
Assistant Attorneys General

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

May 6, 1970

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
[illegible]
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAY 7 1970
CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
314 State Highway Building
Salem, Oregon 97310

Re: Determination of Utilities Rights
Coos Bay-North Bend Water Board
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway

Dear Ted:

I have reviewed the information furnished by Mr. Holcomb, and have the following comments concerning the status of the right of way of the Empire-Coos Bay Highway from Station 106+00 to 149+40.

I agree with Mr. Holcomb that the State has a prior right over all city owned utilities from the beginning of the project in the vicinity of Station 106+00 to the North-South Center Line of Section 27 near Station 136+60. However, I understand that the great majority of these utilities are not under permit, and therefore, our prior right does us no good as regards payment for relocation of any of these utilities.

As to the city street from Station 136+60 to Central Avenue or Station 149+40, it would appear that the cross streets were in existence prior to the State taking over the highway. It also appears that the city purchased the right of way over which the highway is routed. Therefore, it would appear to me that this section of highway is a city street over which a state highway has been routed. Therefore, the only jurisdiction that the State Highway Division has over this portion of the highway is surface jurisdiction curb to curb. The Highway Division actually does not have any right to issue permits for utilities on this section of highway.

It might be well to check with the County-City Division to see if there is an agreement in existence between the Highway Division and the city turning over complete jurisdiction to the Highway Division or an agreement which perhaps would indicate that the city was to deed us the right of way from Station 136+60 to 149+40. In the absence of any such agreement, my prior comment remains the same.

As to any streets, cross streets, parallel roads that were outside the limits of the city, and subsequently annexed, the jurisdiction over these streets would remain in the county until such time as the county passed a resolution turning over the jurisdiction to the city, and the City by ordinance accepted jurisdiction over these streets. Therefore, as concerns any additional right of way needed which may involve these cross streets or parallel streets, an agreement should be worked out directly with the county. In the event that the county does not want to work out such an agreement, I would strongly suggest that the city be encouraged to follow the statutory procedure and have the county turn over the jurisdiction of the city, and then you can work directly with the City.

I agree with Mr. Holcomb that we do not have any subsurface rights on that portion of the highway from Station 136+60 to 143+00 over which we have evidently granted a permit. The terms of the permit as it applies to any facilities located beyond Station 136+60 would be void.

I also agree with Mr. Holcomb that the facilities from Station 104 to 129+50, that are not under permit would be reimbursable under the provisions of Chapter 272 of the 1967 laws.

In conclusion, I feel that Mr. Holcomb's research and conclusions are correct, and that the water board is entitled to considerable reimbursement. The point I would like to emphasize is that before this project is let you should work everything out with the city and the county, so that the status of the right of way of the highway in this area is clarified to the point where everybody understands what their situation is. I strongly favor Mr. Holcomb's recommendation that all public owned pipelines which fall under Chapter 272 that are not now under permit, be placed under a permit. By placing them under a permit, whether or not an X permit is granted would depend on whether or not they had prior rights over the state. If they do not have prior rights over the State, they should be told they will have to sign a regular permit or remove their facilities from the right of way.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc

cc: John Holcomb

RECEIVED
JUN 5 - 1970
FOR FILING

106-1130
7397

HK
4-21-70

April 22, 1970

City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Attention: S. E. Herman
Finance Officer

MISC. CONTRACTS and
AGREEMENTS No. 3940

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Ocean Boulevard and Butler Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agreement attached)

RECEIVED
APR 2[illegible] 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
D. J. Barbee
C. T. Keasey

April 21, 1970

Mr. Harold A. Leedom, Manager
City Hall
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Reference is made to your letter of February 12, 1970, and subsequent correspondence and discussion regarding the latest estimates on the portions of the Empire-Coos Bay Highway, yet to be constructed.

It is currently proposed to accept bids on the Woodland Drive-Central Avenue Section in June of this year, with the balance or remaining sections on Ocean Blvd. between Woodland Drive and 26th Street and Cape Arago Highway and 26th Street tentatively scheduled for contracting during fiscal 1971 or 1972.

The tentative scheduling for these two portions as well as the portion on Central Avenue between 8th Street to 14th Street is subject to budget approval, allocation of funds, right-of-way acquisition, agreements, etc.

Following is an outline of cost estimates on the various sections of highway showing City and State share, based on the 75% State-25% City cost ratio.

SECTION	LENGTH	TOTAL COST	R/W	CONST.	STATE	CITY
Cape Arago-26th St.	1.43	986,000	273,000	713,000	739,500	246,500
26th St.-Woodland Dr.	0.44	488,000	13,000	475,000	366,000	122,000
Woodland Dr.-Central Ave.	0.93	717,000	160,000	557,000	537,750	179,250
Central Ave.(14th)-8th St.	0.37	249,000	3,000	246,000	186,750	62,250
TOTALS	3.17	$2,440,000	$449,000	$1,991,000	$1,830,000	$610,000

Included in the foregoing is right-of-way, construction, engineering and contingency costs, and should provide for signalization revisions or installations. Please bear in mind that these costs are estimated and subject to changes for various reasons, and in any event, actual total costs of contract project shall prevail.

We appreciate your interest and cooperation in this proposed improvement as well as other matters of mutual concern to City and State, and invite any inquiries anytime you feel the need arises.

Very truly yours,

Forrest Cooper
State Highway Engineer

D N Harwell

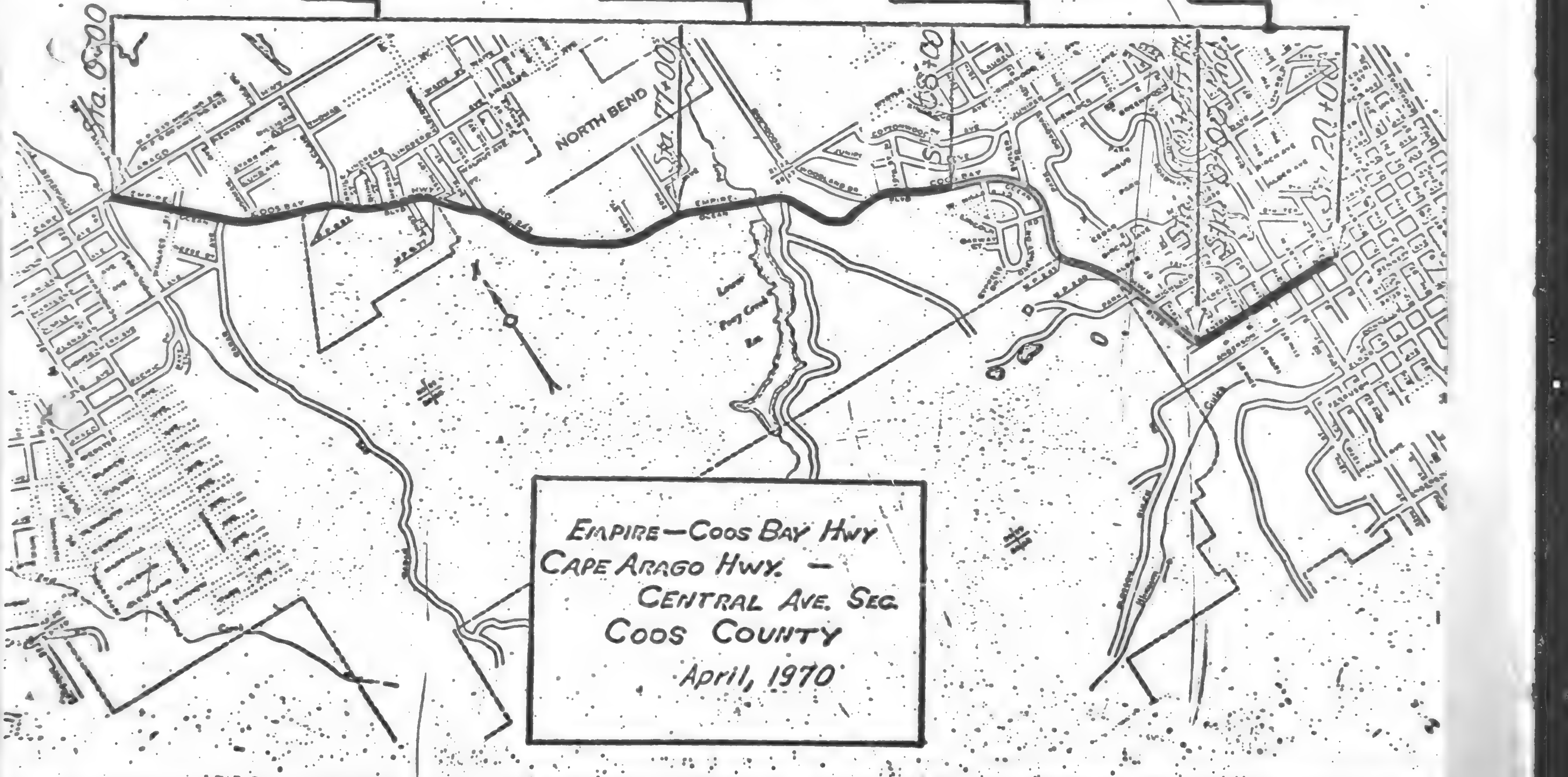
By: D. N. Harwell
Assistant County and City Engineer

DNH:ljt

Attachment

RECEIVED
APR 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

A	B	C	D
Cape Arago Hwy - 26th St.	26th St. - Woodland Dr.	Woodland Dr. - Central Ave.	Central Ave. 14th St. - 8th St.
Length 1.43 Miles	Length 0.44 Miles	Length 0.93 Miles	Length 0.37 Miles
Const. $713,000	Const. $475,000	Const. $557,000	Const. $246,000
Struct 0	Struct 0	Struct 0	Struct 0
R/W 273,000	R/W 13,000	R/W 160,000	R/W 3,000
Total $986,000	Total $488,000	Total $717,000	Total $249,000



EMPIRE—COOS BAY HWY
CAPE ARAGO HWY. —
CENTRAL AVE. SEC.
COOS COUNTY
April, 1970

RECEIVED
APR 14 1970

FOR FILING

106-1130
7397

April 13, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Coos Bay for the installation of traffic signals at the intersection of Ocean Boulevard (Empire-Coos Bay Highway) and Butler Road.

This agreement provides that the State shall do the work of the project with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The total estimated cost of the project is $22,000. This will be a part of the overall construction project of the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway.

Your approval of the agreement and authorization for the Secretary to sign is recommended.

This matter will be on the agenda for your consideration at the meeting of April 21.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
H. S. Cox
J. J. Gix
C. T. Keasey
V. E. Skoog

VPJ:njc sr

RECEIVED
MAR 30 1970
FOR FILING

106-1130
4397

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

Mr. Richard L. Gessford
Architect A.I.A.
Harlan-Gessford-Erichsen
5th & Highland
Coos Bay, Oregon 97420

March 26, 1970

Dear Mr. Gessford:

Following our meeting in your office on March 4 concerning the access to the John Peters property on Ocean Blvd. in Coos Bay, we did some additional checking in the field to resolve some apparent errors in driveway elevations. Mr. John Quiner discussed this with you during my absence from the State.

We have prepared, and I am enclosing a copy, of the proposed profile grade for the Peters driveway showing its relationship to the new highway, and also showing the existing driveway. The grades and elevations shown are, as near as we can determine at this time, the final design grades and there should be little if any variance. It is possible that the curb elevation shown might be lowered as much as 0.5 ft., but I feel that I can safely assure you it would not be raised more than 0.2 ft. at most.

These variances would be insignificant as far as the driveway gradient is concerned.

You will note on the profile that although the upper portion of the driveway is steeper than at present, it is approximately equal to the existing grade on the lower 30 ft. which we will match with our paving.

You will note also that we have still indicated that the profile is "preliminary - subject to change". I trust that you will accept this in light of my previous explanation and the information given above regarding elevations and grades.

If you have any other questions regarding this matter, please do not hesitate to contact me.

Very truly yours,

CT Keasey

C. T. KEASEY
Division Engineer

CTK/cw
Enc.

bc F. B. Klaboe ✓ - I explained to Mr. Gessford that any sort of turning lane would be inappropriate in such a location and would require that much additional right of way due to slopes, etc. He appeared to be satisfied with the explanation.
D. J. Barbee
Bobby Johnson

RECEIVED
MAR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BW
3-27

TELETYPE

March 18, 1970

C. T. Keasey

Reference is made to my letter to Mr. Gessford of Harlan-Gessford-Erichsen, 5th & Highland, Coos Bay, concerning File No. 41647, Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway. May I have the report on your contact.

F. B. Klaboe

John Quiner answered this by telephone this morning.

Mr. Keasey met with Mr. Gessford just before he left for Mississippi. When they took grades over there on the driveway they made a mistake when Keasey was there. They have since made another profile and straightened it out. Mr. Keasey will be back next week and he will write a letter to Mr. Gessford giving him corrected information and will send you a carbon copy of the letter.

S

NOTED
F. B. KLABOE

Salem, Oregon 97310
February 25, 1970

File No. 41647, Woodland
Drive-Central Avenue Section
Empire-Coos Bay Highway
Coos County

Mr. C. T. Keasey
Division Engineer
Roseburg, Oregon

I am attaching a copy of a letter from Richard L. Gessford of Harlan-Gessford-Erichsen with our acknowledgment. I am also attaching our elevations of the finished grade at Station 123+40. This sketch is stamped "Preliminary Copy Subject to Change".

You will note from Mr. Gessford's letter that he is discussing the John Peters' access on this section. He is also taking issue with the fact that anything furnished them is marked "Preliminary Copy Subject to Change". You are certainly aware that it is impossible for us to put out official information unless it does have this stamp because in the final analysis the elevations may vary from those shown by a matter of a tenth or so and we would be accused of misinforming the public. Another item discussed by Mr. Gessford is the fact that right turns into the driveway will be extremely sharp and, due to this condition, in his opinion, is extremely hazardous. It is true that this turn will be sharp. It is also quite obvious that any widening in this area would increase the gradient of the Peters' access.

I have informed Mr. Gessford that you would be in contact with him to discuss this matter. Would you please take it from here and report back on this matter.

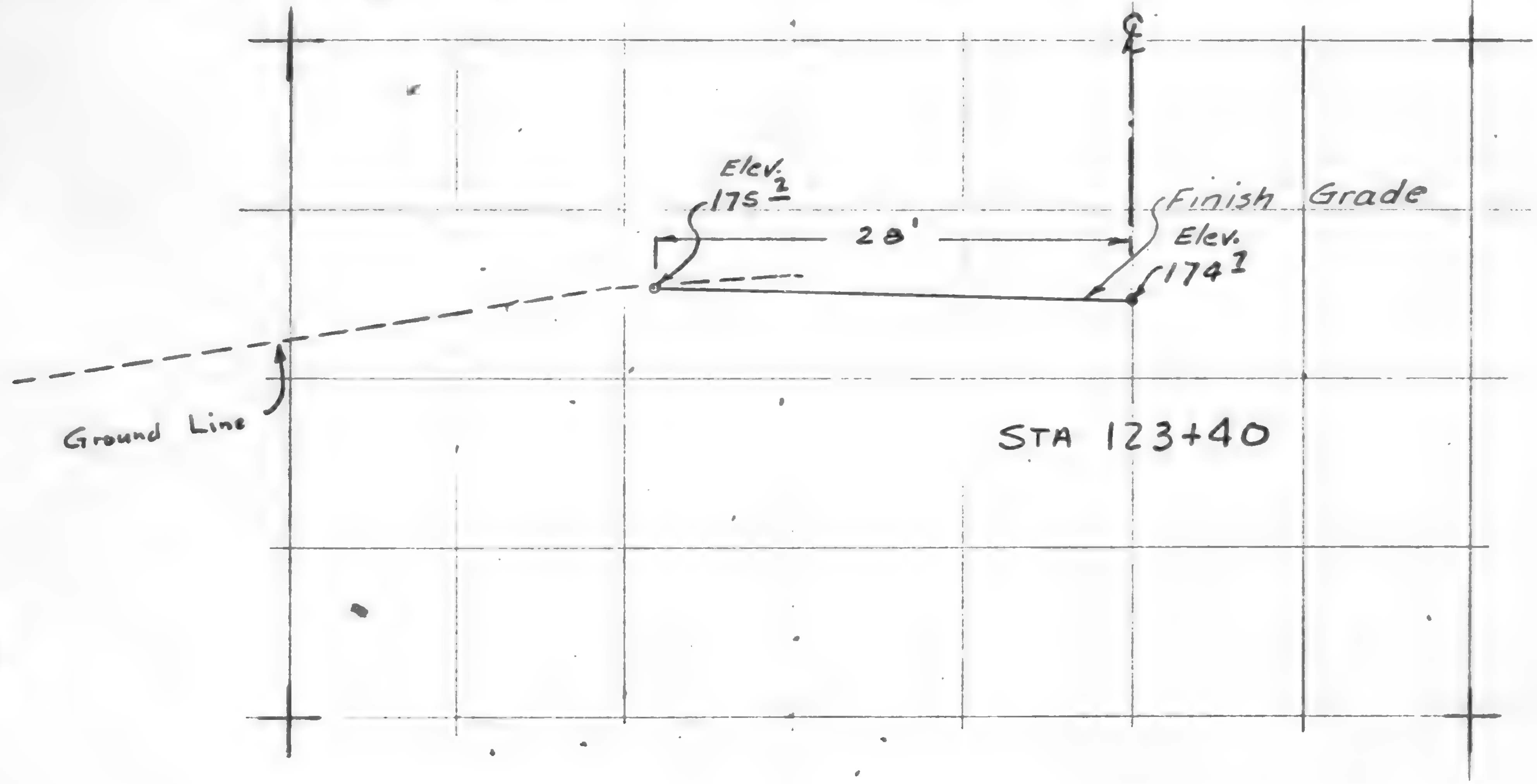
F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: D. J. Barbee

DJB:bdr srb

OREGON STATE HIGHWAY DIVISION
Woodland Dr. - Central Ave. Section
Empire - Coos Bay Highway
Coos County
February 1970



PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
MAR 10 1970

FOR FILING

166-1130
7397

Cross Referenced To:
also
Petitions
Coos

March 9, 1970

Mr. Richard L. Gessford
Architect, A.I.A.
Planning Commission Chairman
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

3247

Dear Mr. Gessford:

Re: Butler Road Intersection, Pony Slough-Central Avenue Section, Empire-Coos Bay Highway, Coos County

This is a further reply to your letter dated February 4 concerning pedestrian safety at the intersection of Butler Road with our highway.

A traffic signal has been planned for the intersection which should handle pedestrian as well as vehicular traffic.

A study has been conducted on a possible pedestrian overcrossing. The cost is excessive and past experience tells us it would be very difficult to persuade people to use it.

It is felt the intersection with a traffic signal will operate in much the same manner as any city street intersection equipped in the same way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
F. B. Crandall
H. S. Cox
C. T. Keasey

DNS:jp srb

2 City

FORM E-30 (REV. 10-[illegible])

RECEIVED
MAR 9 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1970

SUBJECT:
File 41643
Woodland Drive-Central
Avenue Section
Empire-Coos Bay Highway

To: MEMORANDUM TO FILE

Bob Brown of the Prudential Life Insurance Company in Portland called last week in regard to the Everett R. and Gloris J. Hunt transaction on the Woodland Drive-Central Avenue project in Coos County.

It seems that Mr. Hunt wants to sell this property and still keep as large a mortgage as possible on the property so that it will be easier to sell his interest. The Prudential Insurance Company has the mortgage under FHA and wants to secure FHA approval but is reluctant to release this mortgage or trust deed without assurance that the new roadway is built and the other items completed, such as the new carport, driveway, and the changing of the present carport into living quarters before money is released to Mr. and Mrs. Hunt. Mr. Brown insisted at first that they would not give a deed until all the highway and the new road were completed. Upon questioning him as to how we could construct on a man's property before we had a deed to it, he asked if it would be possible to state in the deed of conveyance or reconveyance that the access would not be effective until the new roadway was completed and provided for the owners. I told him that this probably would not hurt anything and more than likely would not be objectionable to the Highway Department.

Another suggestion was that they make the conveyance in two deeds--one for the back roadway, and one for the main highway, but when I told him that would take an entire new negotiation that was dropped. Now they consider that maybe if they escrow this through the title company and hold out a certain sum of money until the owners complete the things they are supposed to do, they might be able to sell. With that Mr. Brown hung up.

He called back in a few minutes and asked if there would be any assessments from the City or County for this highway and new roadway. I talked to the head Right of Way Office and the City-County Engineer, but all I could find out was that this project would be financed 75% State and 25% City. I was unable to determine whether the City was going to assess the property owners for their 25% participation in both the right of way and construction.

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P. B. [illegible]

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

GP*52475-734

Upon the head Right of Way Office's suggestion, I called Mr. Riley. He was not in so I talked to Dick Wilson who is having Joe Morgan contact the City Manager for an answer to this question and then he will advise us.

Should not the property owners be advised when negotiation is made and the option secured that the City is participating in the cost of this project and may assess their costs against the owners' remaining property. In this case, this assessment might not be advisable unless the Highway Department was willing to stand the full cost against the owner in the original option.

This is the case in which we are widening the highway or the street and taking away all vehicular access to this widened reconstructed street, then buying from the owners and constructing in the back a new roadway for the access of the owners and others. The improvement is not an improvement and could be considered a detriment residentially as the final report shows damages to the remainder to the amount of $5,350. If the owners had to pay part of the City's share, wouldn't this be an assessment without benefit to the property and without the owner's consent?

Earl F. Saling
Right of Way Office Manager

EFS:ls

cc: Mr. L. W. Riley
Mr. H. S. Cox
County-City Engineer

RECEIVED
FEB 27 1970

FOR FILING

106-1130
7397

February 26, 1970

Mr. Harold A. Leedom
City Manager
P. O. Box 1118
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Your recent letter to Mr. Harwell of our County-City Section requested some information concerning the traffic signal at Butler Road and Ocean Boulevard.

The sketch included with Mr. Edwards' letter of January 29 showed an access road connecting into Butler Road from the south. Subsequent to the transmittal of this information, further study has indicated that a safer operation can be provided if the access road is connected into the Empire-Coos Bay Highway and its intersection operated with "STOP" sign control. Since only five dwelling units are located on this access road, the intersection would not create an operational problem with the traffic signals. This latter plan would permit a revision in the signal design such that the new estimated cost of the traffic signals is $22,000 rather than the $28,000 originally quoted.

With respect to the pedestrian overcrossing, a study has been conducted and an approximate estimate was prepared. Preliminary work on this structure indicates an approximate estimated cost of $70,000. However, it is still the recommendation of this office that the pedestrian overcrossing not be considered. In addition to the fact, as previously stated, that it is difficult to persuade pedestrians to use them, there are also problems involving vandalism and future maintenance connected with the structure proper.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LEG:mk ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
D. J. Barbee - Don Stoudenmeyer is working on an assignment concerning the pedestrian structure.
Don Harwell
C. T. Keasey

RECEIVED
FEB 20 1970
FOR FILING

February 20, 1970

Mr. Harold A. Leedom
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Reference is made to your letter of February 12 to Don Harwell of our County-City Division concerning the cooperative construction work contemplated on the Empire-Woodland Drive Section of the Empire-Coos Bay Highway.

Your first paragraph concerns the Division's decision to cut back the proposed Woodland Drive-Central Avenue project. This cutback results entirely from increased costs over what was first estimated. As you know, we have had to redesign a part of this project eliminating accesses to it by the construction of frontage roads. We are also disappointed that we cannot do the whole job but our funds are not sufficient at this time.

Your second paragraph requests that we advise you of our latest estimate for the section remaining. We have not completely firmed up the estimates for the remaining section between Empire and Woodland Drive. However, we expect to have these estimates within the next few weeks and I will immediately advise you.

Your third paragraph concerns our construction schedule for this remaining section. It is hoped that we will contract this second and remaining section during fiscal 1971. I will be able to tell you more concerning this after our 1971 budget has been approved by the Emergency Board later this spring. As far as the information requested in paragraph four is concerned, I have asked Mr. Edwards to handle this directly with you.

We appreciate the fine cooperation we have received from your community the past several years and if we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb mc

bc Forrest Cooper
R. L. Porter
Tom Edwards - Enc.
H. S. Cox
D. J. Barbee
C. T. Keasey

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 16, 1970

City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Attention: Mr. Harold A. Leedom
City Manager

Dear Hal;

Your letter of February 12 has been received and forwarded to the Design Department for reply regarding your first three questions and to Traffic Department for reply regarding your last two questions.

It is currently proposed to hold a hearing on the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in early May.

Based on your request of the various items of concern regarding City financing and other matters related to the reconstruction of the Empire-Coos Bay Highway, you should receive a reply within the next few days relative to your inquiry of February 12, 1970.

Very truly yours,

H. S. Cox
County and City Engineer

DNHarwell

By: D. N. Harwell
Assistant County and City Engineer

DNH:ljt

cc: D. J. Barbee (Please answer questions 1-3)
F. B. Crandall (Please answer questions 4-5)

bc: F. B. Klaboe ✓
~~C. T. Keasey~~

RECEIVED
FEB 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

RECEIVED
FEB 13 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

February 12, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention - Mr. Don Harwell, County-City Division

Dear Don:

File
Coop Const

Can you find out for me why the Department decided to cut the proposed Ocean Boulevard improvement back to a point between West Hills Boulevard and 19th Street? I'm a little disappointed that it doesn't go on out to the point near the Water Board office where the preliminary plans had it terminating. ①

I also need to know whether or not an estimate, a recent one that is, is available on the remainder of the Ocean Boulevard project out to the "Y" in Empire. I will need to check our funds to determine whether or not increasing costs are getting ahead of us or not. ②

I also need to know whether there is any tentative construction schedule on the Woodland Drive section because this may or may not affect how I set up my 70-71 Budget. ③

yes
fiscal 1971

Half &
Coop Signal

I have received an estimate on a set of traffic signals at Butler Road and Ocean Boulevard in the amount of $28,000 to be shared 50-50, from Tom Edwards. The preliminary plans John Holcomb showed us are different than the intersection proposed by Mr. Edwards. Which is going to be the final design? ④ Also, Mr. Edwards in his first letter to me indicated that a pedestrian overcrossing was not recommended because of problems in getting pedestrians to use the facility. ⑤ Even so - the City Council wants to know whether or not the Department has made estimates on the cost of such a facility, and if so - how much?

Any information you can get will be appreciated.

Very truly yours,

Harold A. Leedom
City Manager

Design: 1-3
Traffic: 4-5

HAL/rb

Largest City On The Oregon Coast

NOTED
DON HARWELL

RECEIVED
MAR 11 1970
FOR FILING

106-1130
7397

3240

February 25, 1970

Mr. Richard L. Gessford
Architect, A.I.A.
Harlan-Gessford-Erichsen
5th & Highland
Coos Bay, Oregon 97420

Dear Mr. Gessford:

In reply to your letter of February 4 regarding access to Mr. and Mrs. John Peters' property on Ocean Boulevard in Coos Bay, I am requesting our Division Engineer to contact you on this matter. I am sure that he will be in touch with you in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
C. T. Keasey - Enc.

DJB:bdr srb

NOTED
F.B. KLABOE

HARLAN GESSFORD ERICHSEN
ARCHITECTS ENGINEER
5TH & HIGHLAND TELEPHONE 269-1166 COOS BAY, OREGON 97420

9398

REFERRED TO
Admin
BY SECRETARY

February 4, 1970

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
FEB
DESIGN
DIVISION

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Department
Highway Building
Salem, Oregon 97310

Subject: State Highway Department File 41647
Project #1253-A-70

Gentlemen:

We have been retained by Mr. and Mrs. John Peters to study the effect of the proposed highway widening on Ocean Boulevard.

Our client advised us that they were informed verbally that the highway grades abutting their property will be no higher than those presently existing. Our client has access to his residence by a rather steep driveway and can little afford an increase in this grade. Reviewing the documents which they have submitted for our review, I find that everything is marked "preliminary - subject to change". The only document that they have received not so marked is a rather lengthy and finely worded document "Real Estate Option" form E-303. I suggested to our client that if they sign this as you requested, they should mark it "preliminary - subject to change". I feel that our client should be assured in writing that they will have reasonable access to their property. I am therefore requesting that you forward to our office the final grades which will be established at center line and road edges at stationing 123+40.

One other item of concern is the negotiation of the sharp turn encountered by ingress or egress from their driveway. I feel that a very definite hazard is being created due to the fact that anyone attempting to make this driveway from the highway will have to reduce speed to an almost complete stop which will interfere with the flow of traffic or result in accidents because of the slowdown. Further in egressing from the driveway, it will be virtually impossible to make a left turn and even risky to make a right turn. As a possible solution to this problem, I would suggest that a widened shoulder or pull off lane be provided as an approach to their driveway. If this is possible, I am sure that our client would greatly appreciate it and it would improve the traffic flow in this area.

I would be very happy to discuss this with you further or answer any questions that you might have.

RECEIVED
FEB 6 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,
HARLAN, GESSFORD & ERICHSEN

Richard L. Gessford, Architect, A.I.A.

RLG/sl
cc: Mr. and Mrs. John Peters
State Highway Dept. - Roseburg

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

9912

Klaboe

Porter

REFERRED TO
admin
BY SECRETARY

February 4, 1970

Re: Empire - Coos Bay Highway

State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

At a recent Planning Commission meeting, we were confronted by patrons of the residential area which centers around the intersection of Butler Road and the Empire - Coos Bay Highway. These residents expressed a grave concern over pedestrian safety while crossing the highway.

Even prior to the anticipated widening of the highway, the Planning Commission has been concerned about the safety of pedestrians and especially small children which cross this highway frequently as they travel to and from school and to and from the park facility lying east and north. As a Planning Commission we would strongly recommend that serious consideration be given to this problem. In our discussion we felt that a pedestrian way should be provided either over or under the highway. We would recommend this approach over the possibility of installing a cross walk stop light as a stop light would cause considerable traffic tie-up and vehicular inconvenience.

We would be very happy to work with you in trying to arrive at a reasonable solution but wish to stress again our feeling that a safe pedestrian crossing must be provided across this highway.

Very truly yours,

HARLAN, GESSFORD & ERICHSEN

Richard L. Gessford, Architect, A.I.A.
Planning Commission Chairman

RLG/sl
cc: State Highway Dept - Roseburg

RECEIVED
FEB 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1970
OREGON
STATE HIGHWAY COMMISSION

Largest City On The Oregon Coast

RECEIVED
JAN 30 1970

FOR FILM
106-1130
7397

Cross Referenced To:
adm
Petitions
Coos Co

January 29, 1970

Mr. Harold A. Leedom
City Manager
P. O. Box 1118
Coos Bay, Oregon 97420

6157

Dear Mr. Leedom:

In response to your letter of January 21, I am enclosing a copy of a sketch showing the proposed installation of traffic signals at the intersection of the Empire-Coos Bay Highway and Butler Road.

The sketch shows the movements which would be permitted on each of the three separate phases. You will note that pedestrian movements are provided.

If this office can be of any further service, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

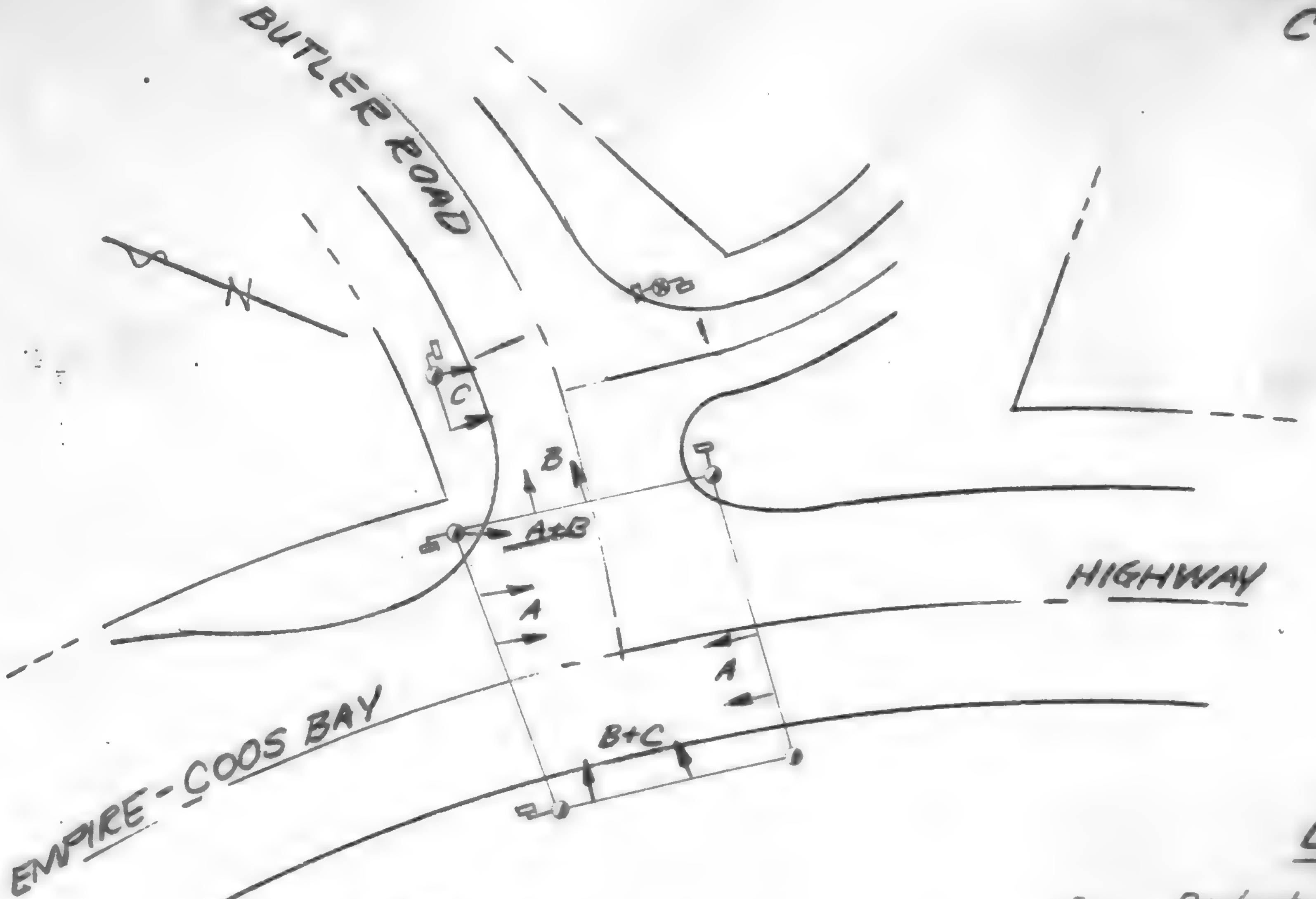
Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox

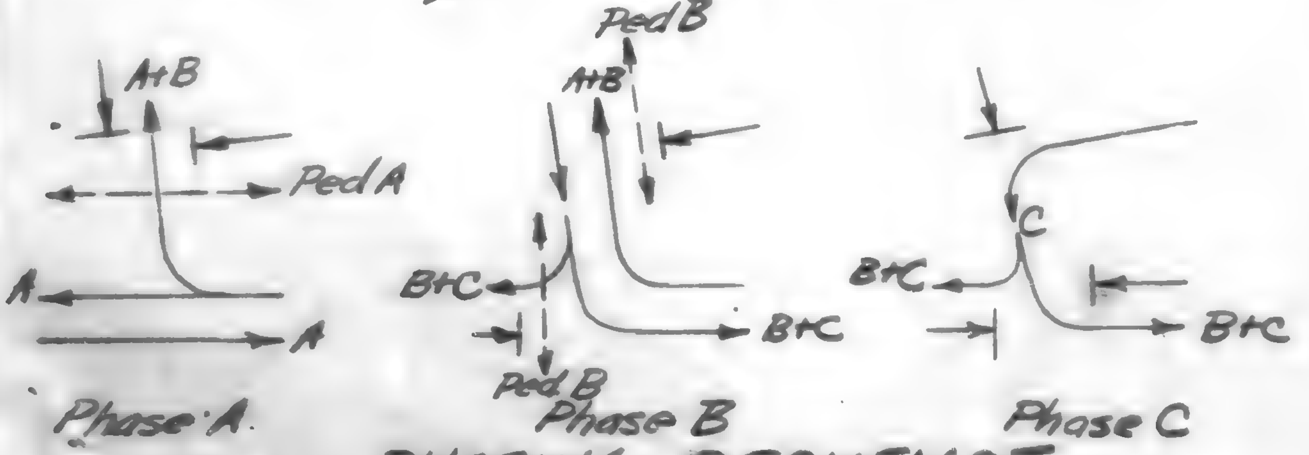
VPJ:ji ja

PROPOSED TRAFFIC SIGNAL
Empire - Coos Bay Hwy. at
Butler Road - Coos Bay
Coos County



LEGEND

- ⊓ Pedestrian Signal
- → Vehicular Signal
- ●— Strain pole with span
- ●┘ Strain pole with mast arm



PHASING SEQUENCE

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

RECEIVED
JAN 22 1970
TRAFFIC ENGINEERING

January 21, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards,
Assistant State Highway Engineer

Dear Mr. Edwards:

This is to request more information regarding the proposal to install a system of traffic signals at the intersection of Butler Road and Ocean Boulevard.

From the estimated cost of $28,000, I would assume that this must be a fairly sophisticated set-up. Before presenting the proposal to the Council I need some additional facts. A map or sketch of the proposal would be helpful also.

Very truly yours,

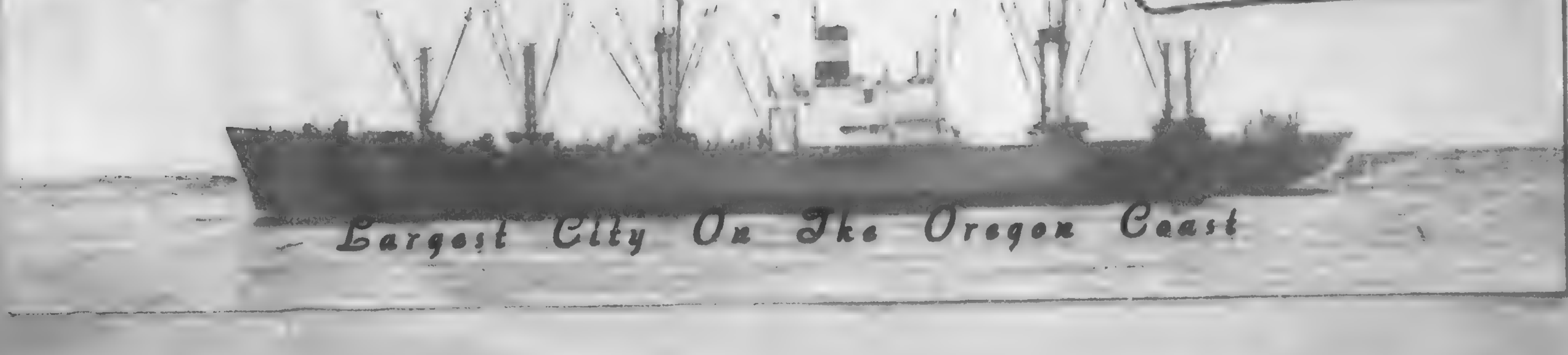
Hal Leedom

Harold A. Leedom
City Manager

kc

RECEIVED
JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Bud RO



RECEIVED
JAN 19 1970

106-1130
7397

January 16, 1970

f.106

Mr. Harold Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

We have received a petition from residents of the Ocean Boulevard Section requesting that consideration be given to a pedestrian separation structure or traffic signals at the intersection of Ocean Boulevard and Butler Road at such time as Ocean Boulevard is widened to four lanes.

Experience with pedestrian grade separations has not been good in that it is difficult to persuade pedestrians to use them. The State Highway Division would be willing to consider the installation of traffic signals if the City of Coos Bay would cooperate in the usual manner to the extent of paying one-half the estimated $28,000 cost and caring for future maintenance and power consumption.

If such an arrangement is satisfactory to City officials, I will arrange for the necessary agreements to be prepared.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
C. T. Keasey
H. S. Cox

VPJ:ji ja

RECEIVED
~~DEC~~ 5 - ~~1969~~
JaN. 1970
FOR FILING

December 31, 1969

Mr. Ralph W. Gazeley
889 Ocean Boulevard, S. E.
Coos Bay, Oregon 97420

Dear Mr. Gazeley:

We acknowledge receipt of the petition concerning the upcoming pedestrian problem when Ocean Boulevard is widened to four lanes.

This project is now in the design stage. I will request our Traffic Division to make a specific investigation with respect to the problem which you pose and will provide the data to the Design Division.

In closing, I would further advise you that the installation of traffic signals within the bounds of any city is a cooperative project between the State and the city. We will negotiate with them concerning this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jm

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe (Referral No. 9719)
F. B. Crandall (enc.) Please investigate and report.
D. J. Barbee (enc.)
C. T. Keasey (enc.)

REFERRED TO
Admin
BY SECRETARY

9719

Dec. 29, 1969

State Highway Commission
Salem, Oregon

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Gentlemen,

The enclosed petition does not contain the signatures of 24 to 30 people that I have not yet contacted. I will send them to you on a supplementary petition as soon as possible.

The pedestrian crossing situation at the intersection of Ocean Blvd at Butler Road is really a bad one now with two lanes. This section of highway between downtown Coos Bay and the Empire district is accepted by motorists as a *rural* highway but at this intersection it is equivalent to a city street. When the highway is widened to four lanes the traffic will move faster, not slower, and it will be like a Berlin Wall between our neighborhood and the school, the park and the houses on the other side of the street.

We are asking that you please make provision for a safe pedestrian crossing of Ocean Blvd at Butler Road.

Thank you.

Ralph W Gazeley
889 Ocean Blvd SE
Coos Bay 97420

RECEIVED
DEC 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 30 1969
OREGON
STATE HIGHWAY COMMISSION

A PETITION TO THE STATE HIGHWAY COMMISSION

STATE OF OREGON

SALEM, OREGON

Circulated by
Ralph W. Gazley
889 Ocean Blvd S.E.
Coos Bay 97420

RECEIVED
DEC 0 1969
OREGON
STATE HIGHWAY COMMISSION

A PETITION TO THE STATE HIGHWAY COMMISSION

STATE OF OREGON

SALEM, OREGON

The undersigned citizens and residents of the City of Coos Bay respectfully request the State Highway Commision to include provision for the safe crossing of the children living on the west side of Ocean Boulevard in the vicinity of Lincoln Avenue and Butler Road as they walk to Milner Crest Elementary School and Mingus Park playground and swimming pool. Pedestrian passage of Ocean Boulevard as a two lane highway is extremely hazardous now and when it is expanded to four lanes, it will become so dangerous as to preclude pedestrian crossings altogether because of the increased length of time it will take to walk across and the increased speed of traffic.

We understand the difficulties you face in establishing priorities for the allocation of available funds and we are appreciative that you are willing to do a hard but necessary job. Werealize that your goal is to move vehicular traffic and anything that hinders that movement represents and obstacle to you. However, we wish to point out that the safe crossing of pedestrians deserves consideration also. We feel that provision for safe pedestrian crossing is an integral part of highway construction just as much as the final lift of blacktop or the white line down the middle of the road. You would not start construction of a highway if you did not have enough money for the final lift of blacktop or the white line and we urge you not to proceed with the construction of this highway without a safe pedestrian crossing.

The safe pedestrian crossing we request can consist of either an overpass or a traffic signal. We would prefer an overpass with inclined ramps for the reason that this would be safer than a traffic light and it would be no hindrance to the flow of traffic. It would however undoubtedly cost more to build than a traffic signal. A traffic signal would be a workable alternate but it would not be quite as safe and the interruption to the flow of traffic, especially log trucks, would be significant.

We do not expect you to turn the State of Oregon upside down but we do ask that a safe pedestrian crossing facility be incorporated into the reconstruction of Ocean Boulevard.

Thank you.

THE UNDERSIGNED NAMES ARE ATTACHED TO AND A PART OF THE PETITION TO THE OREGON STATE HIGHWAY COMMISSION REGARDING AN OVERPASS OVER OCEAN BOULEVARD AT BUTLER ROAD.

Name	Address	Date
Thomas Humphrey	910 Oakway Dr.	12/20/69
Lois Humphrey	910 Oakway Dr	12/20/69
Marvin Gazeley	889 Ocean Blvd	12-20-69
Charles W. Boyer	841 Ocean Blvd	12-20-69
Shirley B. Boyer	841 Ocean Blvd	12-20-69
Clifford C. Hansen	841 OCEAN BLVD.	12/20/69
Carol A. Hansen	841 Ocean Blvd.	12/20/69
Ann Chord	945 Ocean Blvd.	12/21/69
Elbert M. Holloway	995 Ocean Blvd.	12/21/69
Donna M. Holloway	995 Ocean Blvd	12/21/69
Kenneth R. Ebert	1105 Ocean Blvd	12-21-69
Norma Jean Ebert	105 Ocean Blvd	12-21-69
Grant H. Rea	1660 Lincoln Rd	12-21-69
Beverly C. Rea	1660 Lincoln Rd.	12-21-69
Ralph W. Gazeley	889 Ocean Blvd SE	12/21/69
Mrs. Howard Page	1735 Lincoln Rd	12/21/69
Howard A. Page	1735 Lincoln Road	12/21/69
M. Walter Jones	1000 Oakway Drive	12/21/69
Annavive M. Jones	1000 Oakway Dr.	12/21/69
Orville G. Fuller	995 Oakway Dr.	12/21/69
Wilma M. Fuller	995 Oakway Dr.	12/21/69
Richard J. McGinty	985 Oakway Dr	12/21/69

Coos Bay
5-28-69 Agreem.
— O. Newmark

FORM 2-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1969

SUBJECT: File 41654
Woodland Drive-Central Avenue
Section
Empire-Coos Bay Highway

To: H. S. Cox
County & City Engineer
BUILDING

Attention: Donald N. Harwell
Assistant County & City Engineer

NOTED
H. S. COX

We are purchasing property from the City of Coos Bay for this project. The 10 square feet in Parcel 3 are encumbered by a wild deed to Percival A. Hunt.

Gerald W. Ulett now advises us that he discussed this with you on your last visit, explaining why Mr. Hunt will not sign the quitclaim deed.

Do you recall this discussion?

Eng. Sta.
143+50

Adele L. Egan

ADELE L. EGAN
Assistant Office Manager
Right of Way

10-1-69
Adele
says 110-90
this property
will be waived
DNH.

AE/jg

RECEIVED
SEP 22 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
MAINUR C. HOLMES

NOTED
P. B. Aronsmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

RECEIVED
AUG 6 1969
FOR FILING

[illegible]-1130
[illegible]7397

Salem, Oregon
August 4, 1969

Location and Design Approval
Woodland Drive-Central Ave.
(Coos Bay) Section
Project No. S-568(-)
Empire-Coos Bay Hwy. (No. 243)
Coos County

MEMO TO THE FILE

This is to confirm and document the fact that the subject project had received location and design approval by the State Highway Division prior to January 18, 1969, the effective date of current PPM 20-8, based on the following data and therefore no further approval action is required under current PPM 20-8.

1. A public hearing covering the Pony Slough-Central Avenue Section, of which the subject project is the southerly end, was held on June 15, 1967 in the Coos Bay City Library. This hearing fulfilled the requirements of PPM 20-8(1) which was in effect on that date.
2. The Highway Commission approved the survey for the subject project on October 1, 1968.
3. The Highway Commission approved the agreement with the City of Coos Bay December 1966.
4. The field survey and design of the project has been accomplished and final plans were 70% complete by January 1969.
5. Right-of-way map and descriptions were complete before January 1969 and a major portion of the parcels had been acquired.

L. H. Young
Program and Planning Engineer

JG:jb

cc: F. B. Klaboe   R. W. Ellison
D. J. Barbee   H. S. Cox
R. N. Chase   B. L. Gifford

RECEIVED
JUL 8 1969
FOR FILING
106-1130
7397

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 30, 1969

SUBJECT: File 43080-City of Coos Bay &
The City of North Bend
Woodland Drive-Central Avenue Section
Empire-Coos Bay Highway
Coos County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

BUILDING

Attention Mr. Si Cox

The State must acquire 2 acres from the cities of North Bend and Coos Bay for the construction of the above section. This property is presently owned jointly. Coos Bay has agreed to sell, but North Bend is holding out for a land exchange.

It is our thought that you may have some influence with the North Bend city officials and could get this file off "dead center", so to speak. Anything you can do will be appreciated.

Attached are pertinent letters and reports.

K A Chatwood
K. A. CHATWOOD
Administrative Right of Way Agent

NOTE
F. B. [illegible]

KAC:JH

Attachments

cc G. E. Rohde
L. W. Riley

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

7/2-69 Talked with Mayor Moran. He is well aware of problem - believes nothing he can do and recommends condemnation. Chatwood instructed to proceed. FBK

REPORT OF PROPERTY OWNER CONTACT

File No. 43080
Section Woodland Dr.-Central Ave.
Highway Empire-Coos Bay
County Coos

Legal Owner City of Coos Bay and City of N. Bend
Address Coos Bay, Oregon

Contract Purchaser
Address

REASON FOR CALL: ☐ Liaison ☐ Public informational hearing ☐ Appraisal ☒ Purchase
☐ Property Management ☐ Other, explain.

☐ Improved property
☒ Unimproved property
☒ Before legal letter
☐ After legal letter
"You and Your Highway Right of Way" delivered on

Area of taking 2 ac. fee .08 easement
Amount approved $3250
Option, relocation forms & instructions delivered on 1-21-69

DIARY OF CONTACT

Date	Persons present	Statement of discussion
1-21-69		Contacted Mr. Heckard, Manager for the Coos Bay-N. Bend Water Board at his office. Showed him the map and explained our option. Explained our appraisal process and said based on the appraisal, I would recommend $3250. The price was not important to him as he said the option first would have to be approved by the Water Board first and then go to the City Council. I told him Mr. Leedom, City Manager for Coos Bay, said if he would get their Board approval and bring to him by Monday then the City would approve. He said he would do this. I thanked him after a long disucssion about their problems of relocating their mains in this area. Filled out the option papers and left with Mr. Heckard.

By J. M. Morgan
J. M. Morgan Right of Way Agent

Rev. 2/2/68 ab

Use reverse side (tumblehead).

REPORT OF PROPERTY O ER CONTACT

File No 43080
Section Woodland Drive-Central Ave.
Highway Empire-Coos Bay
County Coos

Legal Owner North Bend-Coos Bay Water Board
Address Coos Bay

Contract Purchaser
Address

REASON FOR CALL: ☐ Liaison ☐ Public informational hearing ☐ Appraisal ☐ Purchase
☐ Property Management ☐ Other, explain.

☐ Improved property
☑ Unimproved property
☑ Before legal letter
☐ After legal letter
"You and Your Highway Right of Way" delivered on 1-21-69

Area of taking 2.0 ac.
Amount approved $3,250
Option, relocation forms & instructions delivered on 1-21-69

DIARY OF CONTACT

Date	Persons present	Statement of discussion
2-11-69	Mr. Heckard J. M. Morgan	I contacted Mr. Heckard, Manager for the North Bend-Coos Bay Water Board. They want to have property appraised by Fred Marineau. I said, "Fine", and told them I would check back later.

RECEIVED
JUN 26 1969
RIGHT OF WAY

By J. M. Morgan
Right of Way Agent
J. M. Morgan

Rev. 2/2/68 ab E-708

Use reverse side (tumblehead).

REPORT OF PROPERTY OWNER CONTACT

☐ Liaison ☐ Appraisal
☒ Purchase ☐ Other

File No. 43080
Section Woodland Dr.-Central Avenue
Highway Empire-Coos Bay
County Coos

Legal Owner North Bend-Coos Bay Water Board
Address Box 509, Coos Bay, Oregon

Contract Purchaser
Address

☐ Improved ☒ Unimproved Property
Area of taking 2.0 Am't apprvd.$ 8,000

☒ Before ☐ After Legal Letter

"You and your Highway Right of Way" delivered on 1-21-69
Option, relocation forms, and instructions delivered on 1-21-69

Offer	Amount	Date Written	Date Verbal
1st	$3,250	1-21-69	
2nd	8,000	5-13-69	
3rd			
4th			

DIARY OF CONTACT

Date	All Persons Present	State of Discussion
5-13-69	Mr. Heckard J. M. Morgan	I met with Mr. Heckard at his office in Coos Bay. I advised him that our review board had reviewed up to $8,000 and I would recommend this new figure. He brought out the option papers I had given him and I changed the consideration to $8,000. He said it would take a couple of weeks as the Board had to approve which he said he was sure they would and then he would have to get the two cities to sign. He gave me a copy of a former deal so I could give our Title Dept. the proper way to make the consideration on the deed.
6-16-69		Received letter from Mr. Heckard, Manager for the Water Board. See attachment.
6-17-69		Contacted Mr. Isadore, Manager for North Bend.
6-24-69		Received letter from Mr. Isadore in which he advised me that North Bend City Council had refused to sign option. I contacted Mr. Leedon, Manager for Coos Bay and was advised that the State should file because there was no way the two cities could agree. Left word with Mr. Heckard's office that State possibly would file.

By J M Morgan
Right of Way Agent
J. M. Morgan

Use reverse side (tumblehead)

E-708 Rev. 4-14-69 d

CITY OF NORTH BEND
P.O. Box B
NORTH BEND, OREGON 97459

June 20, 1969

RECEIVED
JUN 21 1969
ROSEBURG R/W

Mr. J. M. Morgan
State Highway Department
Roseburg, Oregon

Dear Mr. Morgan:

At your request, I am writing you to advise you of the status of the right-of-way on Ocean Boulevard.

As you are aware, the Cities of Coos Bay and North Bend jointly own the Coos Bay-North Bend Water Board and hold all lands in joint tenancy. The City of North Bend, before this action came before the Coos Bay Council, considered the option to your agency for the purchase of two plus acres of land for right-of-way purposes owned by the Water Board. The unanimous action of the Council was to specify that rather than cash being paid for this purpose that the City of Coos Bay, who owns lands within the water shed, exchange lands on a dollar value basis. Subsequently, the Coos Bay City Council signed the option for the sale of these lands.

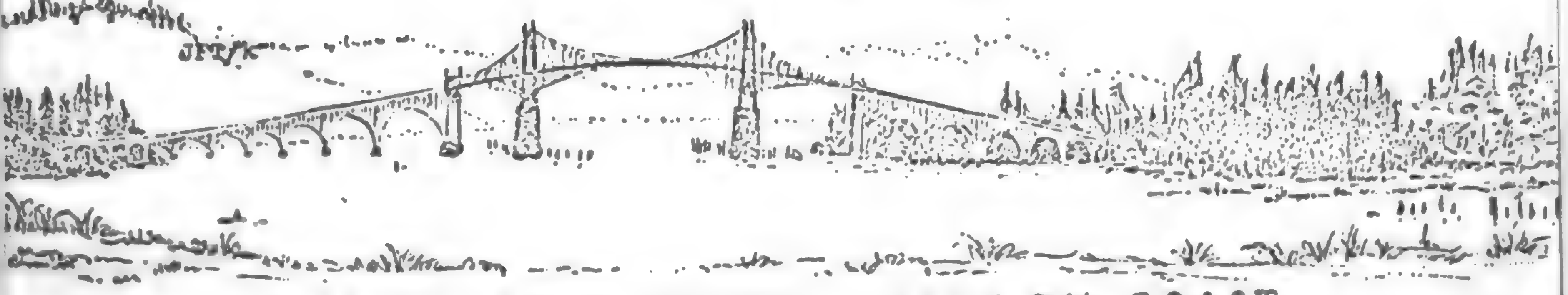
In discussing this matter with my Council, they are unwilling to option this property under the terms as proposed by your agency or the City of Coos Bay. Therefore, the problem that now exists is one between the City of North Bend and the City of Coos Bay. Until further action is taken by either or both Councils, we are unable to comply with your request to option the land you require.

Should you have further questions in this matter, please feel free to contact this office.

Sincerely,

John F. Isadore

John F. Isadore
City Administrator



BEAUTY SPOT OF THE OREGON COAST

CITY OF NORTH BEND
P. O. Box B
NORTH BEND, OREGON 97459

RECEIVED
JUN 16 1969
ROSEBURG R/W

Coos Bay, North Bend Water Board
P. O. Box 539
Coos Bay, Oregon

Gentlemen:

Enclosed please find the executed copies of the Contract of Sale between the Cities of Coos Bay and North Bend and Keith L. Burton and Nelsine Burton regarding the former Water Board offices located at 264 Broadway, Coos Bay.

Also enclosed are copies of the Real Estate Option which were considered, as was the above, at the May 27, 1969 meeting of the North Bend City Council. It was the Council's decision not to approve this option of sale, but rather that the Coos Bay-North Bend Water Board exchange land within the Coos Bay-North Bend water shed properties in like value rather than cash for this right-of-way.

Sincerely,

John F. Isadore
John F. Isadore
City Administrator

JFI/k

Enc.

[illegible]

BEAUTY SPOT OF THE OREGON COAST

COOS BAY-NORTH BEND WATER BOARD

2305 OCEAN BLVD., COOS BAY, OREGON 97420
PHONE 267-3128

2009 UNION AVENUE, NORTH BEND, OREGON 97459
PHONE 756-4611

C. W. HECKARD, Manager

REPLY TO
P. O. BOX 539
COOS BAY, OREGON 97420

June 12, 1969

RECEIVED
JUN 16 1969
ROSEBURG R/W

Mr. J. M. Morgan, Right of Way Agent
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Morgan:

We are forwarding herewith copies of letters explaining the situation on the proposed purchase of two acres of property from the Water Board for the Ocean Boulevard project.

Please note that the City of Coos Bay has executed the option, but North Bend has an alternate proposal.

If within the next two weeks North Bend continues to take no action, I would advise that you contact Mr. Isadore directly.

Very truly yours,

CW Heckard

CWH/ec

C. W. Heckard, Manager

Enclosures

NOTED
L. W. RILEY

June 11, 1969

RECEIVED
JUN 16 1969
ROSEBURG R/W

COPY

Mr. Jack Isadore, City Administrator
City of North Bend
Box B
North Bend, Oregon 97459

Dear Jack:

We are forwarding herewith partially executed copies of the option agreement for sale of the approximate two acres of land to the State that is needed for the Ocean Boulevard project.

Also we are enclosing a copy of Mr. Leedom's letter of transmittal which accompanied their return.

Action on this matter by the Water Board has ceased pending receipt of executed documents from you, or further information from the State. As you know, the Water Board has recommended North Bend's execution of the option documents.

Very truly yours,

C. W. Heckard, Manager

CWH/ec

Enclosures

cc: Mr. Hal Leedom
Mr. J. M. Morgan

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

HAROLD A. LEEDOM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

June 10, 1969

RECEIVED
JUN 16 1969
ROSEBURG R/W

Coos Bay-North Bend Water Board
P. O. Box 539,
Coos Bay, Oregon 97420

Attention - Mr. Cal Heckard

Dear Cal:

I am returning the real estate options for highway R/W along Ocean Boulevard, which were considered by the Coos Bay Council on June 9th, 1969.

After discussing the proposed R/W, the price offered, as well as the recommendation made by the City of North Bend, the Council came to the conclusion that the best interest of the citizens of Coos Bay would be served by an outright sale of the property in question, rather than a property exchange as recommended by the City of North Bend.

The Mayor and Recorder have executed the enclosed option on behalf of the City.

If there are any questions regarding the Council's position on this, please do not hesitate to call.

Very truly yours,

Harold A. Leedom
Harold A. Leedom
City Manager

kc
Enclosures

RECEIVED
JUN 25 1969
RIGHT OF WAY

RECEIVED
JUN 27 1969
FOR FILING

116-1130
7397

HJ
5-28-69

June 2, 1969

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Attention: Mr. Robert D. Nelson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5230

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agreement conformed)

RECEIVED
MAY 26 1969

166-1130
7397

May 23, 1969

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the May 28 meeting a Supplemental Cooperative Construction-Finance Agreement with the City of Coos Bay concerning construction of the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway, State Secondary Highway No. 243.

The original agreement, dated December 19, 1966, and an amendatory letter thereto dated August 29, 1967, shall remain in full force and effect.

The purpose of this supplemental agreement is to provide for the acquisition of right-of-way and construction of alleyways to furnish access to the rear of properties in the vicinity of Lincoln and Butler Roads. Upon completion of construction, all the State's right, title, interest, jurisdiction, maintenance, and control shall be relinquished to the City.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. T. Keasey
D. J. Barbee
F. D. Morgan
D. H. Moehring
MCH:mm sr

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FOR FILING

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3a-4
10-1-68

October 22, 1968

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Attention: Mr. Robert D. Nelson
City Recorder

Gentlemen:

The State Highway Commission at its meeting on October 1 adopted a survey concerning improvement on the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway.

You will recall that a public hearing on this project, known then as Pony Slough-Central Avenue Section, was held in Coos Bay on June 15, 1967, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 354" adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. V. D. Wolfe

RECEIVED
OCT 22 1968
ENGINEER
COUNTY & CITY DIVISION

Rep 12-19-66 coop. [illegible] agree

COPY FOR H. S. Cox
from Floyd A. Secretary

10-1-68

RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make complete and final surveys of the routes and locations of the following sections of State Highways:

a. Willamette River Bridge (Albany) Section of the Albany-Corvallis Highway in Linn and Benton Counties,

b. Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway in Coos County,

File Coos Bay

and in connection therewith to prepare maps showing the routes and locations of said sections and to file said maps, reports and records with the Commission for consideration; and

Supp. coop. const. agree + aband?

WHEREAS, the Engineer has reported that he has completed said surveys and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, public hearings have been held in the City of Albany on June 5, 1968, covering the Willamette River Bridge (Albany) Section, and in the City of Coos Bay on June 15, 1967, covering the Woodland Drive-Central Avenue Section, in accord with State and Federal laws; and

WHEREAS, after due consideration of said surveys, field notes, transcripts of the hearings and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1a. That the survey of the Willamette River Bridge (Albany) Section of the Albany-Corvallis Highway beginning at Highway Engineer's Station 55+90.00 just west of Blossom Lane and extending in an easterly and southerly direction to Highway Engineer's Station 101+51.04 at the intersection of 1st Street and Lyon Street in the city of Albany together with a map which for identification purposes bears Survey Approval Map File No. 1R-4-348 and the date of September, 1968, field notes and engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

1b. That the survey of the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway beginning at Highway Engineer's Station 81+91.65 just west of the west city limits of Coos Bay and extending in an

October 1, 1968

NOTED
DON HARWELL

easterly and southerly direction to Highway Engineer's Station 149+64.65 at the intersection of 14th Street North and Central Avenue in the city of Coos Bay together with a map which for identification purposes bears Survey Approval Map File No. 1R-4-352 and the date of September, 1968, field notes and engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed the same shall be done in accordance with said surveys and locations unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said surveys constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Division all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highways along and over these surveys. This approval and adoption shall also constitute authority for the Legal and Right of Way Division to proceed promptly with acquisition of the necessary rights of way pursuant to the normal and approved method for construction of highways with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 1st day of October, 1968, as "Survey Resolution No. 354."

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September 20, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Woodland Drive-Central Avenue Section of the Empire-Coos Bay Highway in Coos County has been completed. A public hearing was held on this project June 13, 1967. The major objection to our plan was access to the abutting properties in the Lincoln Road-Butler Road area and the lack of a pedestrian overpass at Butler Road. An alley-type access plan has been developed for the Lincoln Road-Butler Road area. As a result of studies made by the Traffic Engineering Division, a pedestrian overpass is not recommended. The length is 1.09 miles and a map is attached for your information.

The estimated cost of construction of this section is $485,000 and the estimated cost of right-of-way is $105,000, for a total cost of $590,000.

We recommend your approval of this survey and request authority for the purchase of the necessary right-of-way, with construction to take place when funds are available. A cooperative right-of-way and construction finance agreement has been approved on a 75-25 percent basis with the City of Coos Bay.

This matter will be on the agenda for your consideration at the October 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
C. T. Kassey
GB:jp fn

Attach.

NOTED
H. S. COX

September 17, 1968

Mr. Harold Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Hal;

4 lane

Pursuant to our discussion in Coos Bay on September 4, you requested prints of State's study of revising the Butler Road-Lincoln Road Unit of the Woodland Drive-Central Avenue Section of Ocean Boulevard (Highway 243) in your city.

This revision would provide rear access to the properties affected; however, this proposal is still under study and subject to supplemental agreement.

Prints of the above referred to unit, as well as an entire roll of Drawing No. 9B-2-13, are enclosed for your use.

See Memo of 9-13-68
See letter of 9-19-68 to City

Couplet

We are also studying the "mall" agreement revision and City's requests per our discussion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

DN Harwell

D. N. Harwell
Assistant County and City Engineer

DNH:mn
Encl.

cc: F. B. Klaboe
F. D. Morgan
C. T. Kenney

NOTED
[illegible] PRANGE

NOTED
MARION C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

MEMO TO FILES
August 14, 1968

RE: Woodland Drive-Central Avenue
Lincoln Road-West Hills Blvd. Unit
Empire-Coos Bay Hwy. No. 243
City of Coos Bay

Monday, August 12, 1968, Mayor Bill Morin, City Manager Hal Leedom, C. T. Keasey, D. L. Trout, and the writer met in Coos Bay to discuss latest proposal on subject matter.

City was informed of State's study to shift alignment somewhat southerly or westerly to the inside of the curve which would involve right-of-way acquisition, basically, along this side only. This study revealed poor grades for access, additional taking of abutting properties, etc.

The consensus of those present, based on discussion which followed, was for State to proceed on original plan as presented in February, providing rear access to abutting properties on both sides of reconstructed highway. Construction and/or reconstruction of alley-ways to provide rear access will be accomplished by easement for slopes rather than actual right-of-way acquisition. City also requested study to connect alley on northerly or easterly side to West Park Road if possible, rather than Butler Road; however, it appears grades would make this impracticable.

State will study alley access to connect directly to Butler Road rather than at the immediate intersection of Ocean Boulevard and Butler Road.

Based on the foregoing, the City appeared and indicated a willing desire to complete design and proceed with necessary agreements in regard to construction, acquisition of right-of-way, and Highway Commission authorization of funds to fulfill intent of State and City for immediate action on this project.

City's portion of estimated project costs (25%) is available at present.

D. N. Harwell
D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. H. Moehring
C. T. Keasey

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

[illegible]

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 1 of 4 Pages

RECEIVED
JUL 3 0 1968

Section WOODLAND DRIVE - CENTRAL AVE. Highway EMPIRE - COOS BAY (FAR 246) County COOS Prefix 106-1431

Res. Engr. - Approx. Length 1.0± Miles. Sta. ______ to Sta. ______ Date 7-24-68

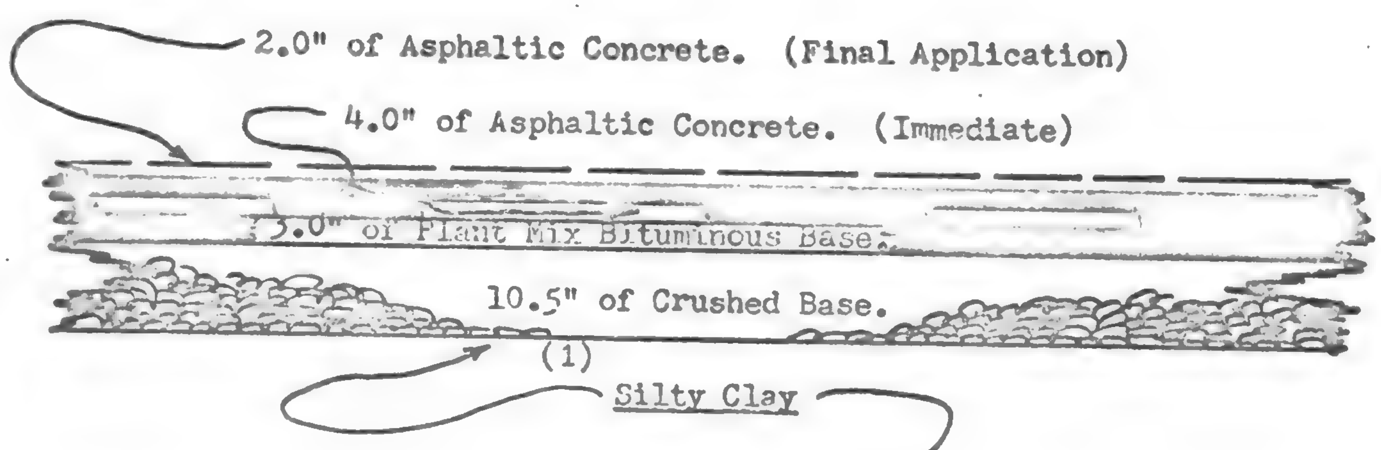
~~Mean~~ Truck A.D.T. 465 Traffic Coefficient 9.0 18 kip s.a. per day 173.9 (Automobiles not considered).

Annual Precipitation 58"± Frost Penetration - - - - - - - -.

(1)
Typical Soil
68 LL
15 PI
100 %P 10
72 %P200
0 %Gravel
15 %C Sand
13 %F Sand
29 %Silt
43 %Clay
13 "R" Value
(~~[illegible]~~)

AASHO CLASSIFICATION:
A-7-5 (13)

MATERIAL SOURCES:
To be determined by the Engineer.


2.0" of Asphaltic Concrete. (Final Application)
4.0" of Asphaltic Concrete. (Immediate)
3.0" of Plant Mix Bituminous Base.
10.5" of Crushed Base.
(1)
Silty Clay

CBR Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (A)
	8.0	4.0	A.C. (I)
	5.5	3.0	P.M.B.B.
	10.5	10.5	Cr. Base
28.0	28.0	19.5	

7-24-68

See Remarks on Page 2.

NOT
F. B. K!

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~[illegible]~~
Rural Engineer

Submitted by C. J. Gugg
for Staff Assistant

Recommended by ______
Engineer of Materials

Recommended by A. L. Decker
asst Construction Engineer

Approved by
Asst. State Highway Engineer

WOODLAND DRIVE - CENTRAL AVE.
EMPIRE - COOS BAY HIGHWAY
COOS COUNTY

"OTHER ROADS"

"R"	= 13							
TRAFFIC COEFFICIENT		A.C. WEAR SURF	P.M.B.B.	3/4"-0 LEVEL COURSE	CRUSHED BASE		"CBE" TOTAL REQUIREMENT	ACTUA THICKNE
8 - 9		3.5"	3.0"	- - - - -	13.5"	- - - - -	26.0"	20.0"
7 - 8		3.5"	- - - -	2.0"	14.0"	- - - - -	23.0"	19.5"
6 - 7		3.0"	- - - -	2.0"	12.0"	- - - - -	20.0"	17.0"
4.8 - 6		2.0"	- - - -	2.0"	11.0"	- - - - -	17.0"	15.0"
CARS ONLY		2.0"	- - - -	2.0"	6.5"	- - - - -	12.5"	10.5"

Should substitutions be made use the "CBE" TOTAL REQUIREMENT column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = - -" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications) (plus Supplementals.) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = - -" Crushed Base

REMARKS:

Project Base Design revised to update traffic from 1965 to 1968. Plans to salvage portions of the Existing Roadway have been abandoned due to grade changes, and that an A.C. overlay in excess of 8.0" would be required to meet present surfacing design criteria.

TRAFFIC ANALYSIS

SECTION: WOODLAND DRIVE - CENTRAL AVE.
HIGHWAY: EMPIRE - COOS BAY
COUNTY: COOS

8,000 Present ADT (1968)
4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	158	1.9	300	229	450	103,050
3	95	1.9	181	138	1000	138,000
4	2	1.9	4	3	1250	3,750
5	65	1.9	124	95	3180	302,100
6	0	- - - -	- -	- -	2570	- - - - -
				465	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 546,900
TWENTY YEAR EWL 10,938,000
TRAFFIC COEFFICIENT 9.0

SECTION: WOODLAND DRIVE - CENTRAL AVE.
HIGHWAY: EMPIRE - COOS BAY
COUNTY: COOS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: No preference indicated
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (1.0± mi.) project, and the nearest source (known at the present time) that could provide specification P.C.C. material is located at Reedsport.

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MAY 7 - 1968
FORM E-30 50M 10-65
FOR FILING

106-1130
Y 377

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
May 3, 1968

SUBJECT: Woodland Drive-Central Avenue
Empire-Coos Bay Highway

To: MEMO TO THE FILES

Mr. Barbee and I met with Mr. Leedom in my office today. Mr. Leedom was perturbed with the amount of time that this location has taken. We explained to him the problems that have been encountered and the fact that at the February 27 meeting with the property owners and representatives of the City, a new suggestion was offered which we believed merited study. We are in the process of working on this new proposal and expect to have something further to discuss with the City in 60 to 90 days.

Mr. Leedom inquired as to when we thought we could be in a position to go to contract on this job. I advised him that I did not believe it was possible to do any work this year due to the difficult right-of-way problems that we will encounter on any of the alternate plans. I told him further that the earliest we could contract the job would be in the late spring of 1969 and that we could only do it then if everything went smoothly and if the State Highway Commission approved financing of its share.

Mr. Leedom also brought up a proposal for the establishment of a mall in the city of Coos Bay. If a mall plan is approved by the City, it would require the State to move the Coos Bay-Empire cutoff one block. Mr. Leedom asked for advice as to how they could proceed and I advised him to forward to the State Highway Engineer a concrete proposal, including sketches of the area and, if possible, a publication of the entire mall complex. They should also forward to us a statement of their proposal for financing the highway realignment, along with some idea of timetables as to when the work might begin. He advised me that he would discuss the matter with his Council and let us know more in the near future.

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Forrest Cooper R. L. Porter
F. D. Morgan H. S. Cox

RECEIVED
MAY 7 - 1968

FOR FILING

106-1150

7397

May 3, 1968

2217
2282

Mr. Harold A. Leedom
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Re: Woodland Drive-Central Avenue
Empire-Coos Bay Highway

Reference is made to your letter of April 19 regarding the proposed improvement of Ocean Boulevard.

Item number one in your letter concerns the purchase of the required right-of-way. It is true that after the public hearing in June 1967, the City of Coos Bay decided that they would prefer to have the State acquire the right-of-way.

Item number two refers to the location of access to the properties between Lincoln Road and West Hills Boulevard. At the meeting with the property owners in this area on February 27, 1968, it was brought out that they would prefer the rear access to the accesses directly onto Ocean Boulevard; however, it was also indicated that they would rather not be disturbed. Another suggestion mentioned was shifting the alignment to the inside of the curve which would then involve only the property on one side. It is the feeling of the Highway Department that this possibility should be investigated and we are in the process of doing so. It is our expectation that this newer study will be completed within 60 to 90 days. As soon as this takes place, we will contact you and advise you of the results.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
C. T. Keasey
Don L. Trout

DEK:fw FBK:srb

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peale
Morelock
Trout
[illegible]
Wills
Litchfield
Olson

.707

RECEIVED
APR 25 1968
CONSTRUCTION
DIVISION

REFERRED TO
Klabow
Draft

April 19, 1968

Oregon State Highway Department
Salem
Oregon 97310

Attention - Mr. Forrest Cooper
State Highway Engineer

Subject: Ocean Boulevard Improvement Project

Porter

Dear Mr. Cooper:

This letter is written at the request of the Coos Bay City Council on behalf of the Citizens of Coos Bay to protest what we feel is an injustice to Coos Bay in general, and to the Citizens residing along Ocean Boulevard in particular.

It has come to our attention that it was not possible for the Highway Department to proceed with this project because of three things, namely:

1. The City had changed its mind about who was to purchase the right-of-way for the project.
2. The City changed its mind about the location of driveway access for the properties abutting the Highway.
3. Funds were not available for the State's share of the project.

Our reply to these excuses is as follows:

1. It is true that the City asked the State to handle the right-of-way problems, but this matter was taken care of by a Council Resolution No. 67-100 dated July 10, 1967 and by an amendment to the Agreement dated July 10, 1967. Since this is nearly a year ago we cannot see how this could possibly affect the project.
2. The City recommended by letter, as long ago as March 9, 1967, that the State consider relocating access to the property to the rear instead of from the front or highway sides. Mr. Fred Klabow, in a letter dated April 19, 1967, stated that rear access was not practical.

R[illegible]
APR [illegible] 1968
OFFICE OF
STATE HIGHWAY ENGINEER

At the time of the Public Hearing on June 15, 1967, Mr. John Quiner of the Highway Department indicated, during his introduction (pg 2, paragraph 51 of the Hearing Transcript), that the State was still studying the access problem. At this same Hearing J. Walter Barham, City Manager of Coos Bay at that time, expressed concern about the proposed ingress and egress in the vicinity of Lincoln Road and Butler Road, and stated that there were definite disadvantages to the proposal.

On January 31, 1968, the City of Coos Bay held an informal Hearing with the residents living along Ocean Boulevard between Lincoln Road and Butler Road to discuss access to the property. At that meeting the owners agreed that access from the rear was more desirable than from the front. Mr. Barham informed Mr. Fred Klabow of the Highway Department of this fact by phone on February 8 and by letter February 14, 1968.

The desirability of rear access was also reaffirmed at a second Public Hearing on February 27, at which representatives of the Highway Department were present.

We would also like to point out that on February 27, at a meeting here at the City Hall in Coos Bay, attended by Mr. Keasey, Mr. Keys and Mr. Harwell of the Highway Department, Mayor Morin of Coos Bay, Mr. Barham and myself, we were advised that plans by the Highway Department for rear access had already been started.

The point here is that the City of Coos Bay has felt for a year or more that rear access should be provided. The Highway Department has been somewhat slow in realizing the necessity of this fact.

3. We find it very difficult to understand why funds are not available for this project. The City of Coos Bay was given to understand that Bids for this Project would be called for in March of 1968. In addition, the City has had $90,000, the City's estimated 25% share, on deposit for nearly a year waiting for word from the Highway Department that the money was needed.

It would appear that the State's Share Money intended for this project may have been diverted to other areas or localities. We find it very difficult to understand the purchase of the Oregon Journal Building in Portland for a parkway when we need a highway improvement so badly. There is no doubt that beautiful highways are important, but the Citizens along Ocean Boulevard need something besides promises.

Your earliest attention to this matter is requested.

Yours truly,

Harold A. Leedom

Harold A. Leedom
City Manager

HAL/rb
cc - Mr. Glenn L. Jackson, Chairman
Highway Commission
Medford, Oregon

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

February 14, 1968

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 19 1968
CONSTRUCTION
DIVISION

Routing
Morgan
Decker
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Barbee
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Glenn
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Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 19 1968
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention – Mr. Fred Klabow

Dear Fred:

This will confirm our telephone conversation of Thursday, February 8, in regard to the proposed improvement of Ocean Boulevard from Central Avenue to Woodland Drive within the City of Coos Bay, Oregon.

This will confirm the Meeting date of Tuesday, February 27th at 7:30 p.m. in the Cultural Center of the Coos Bay Public Library. We will make arrangements and mail a letter of notification to those property owners on Ocean Boulevard between Lincoln Road and West Hills Boulevard.

As I indicated by phone the people in this area are generally agreeable to access to their properties from the back in lieu of access directly onto Ocean Boulevard. They did, however, indicate their desire to talk to a representative from the State Highway Department primarily in regard to who would pay for such an access, and exactly how much of their property would be involved with the actual Highway widening.

If I could make a suggestion – it seems the widening in this section could be accomplished if driveway access directly onto the highway could be eliminated and a modified cross section similar to the sketch enclosed could be utilized by the State. I also am enclosing a preliminary plan view of the proposed access route which seems to be most acceptable to the property owners directly involved.

We appreciate the State's time and interest in this project and will look forward to meeting with you on February 27.

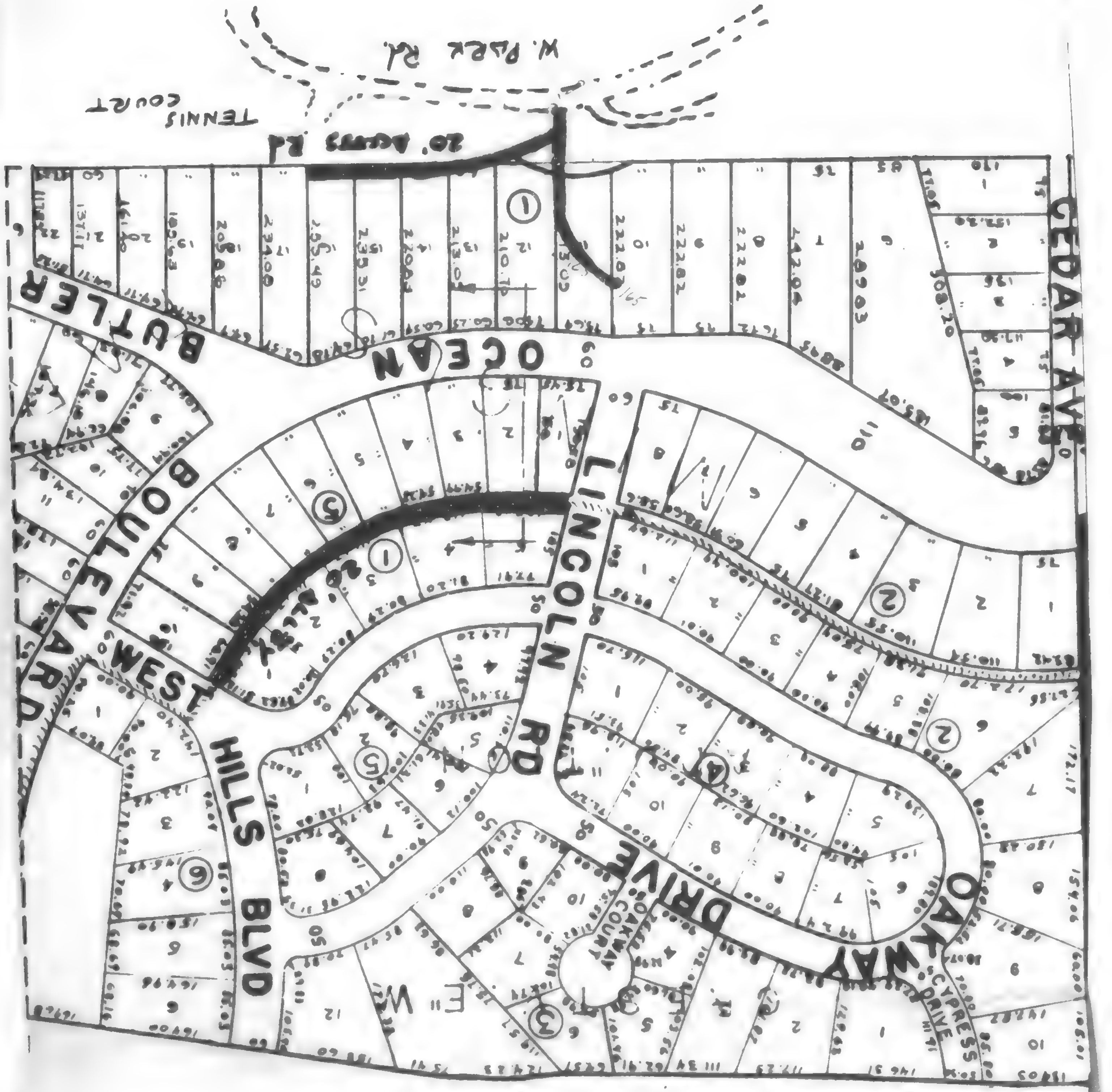
Sincerely,

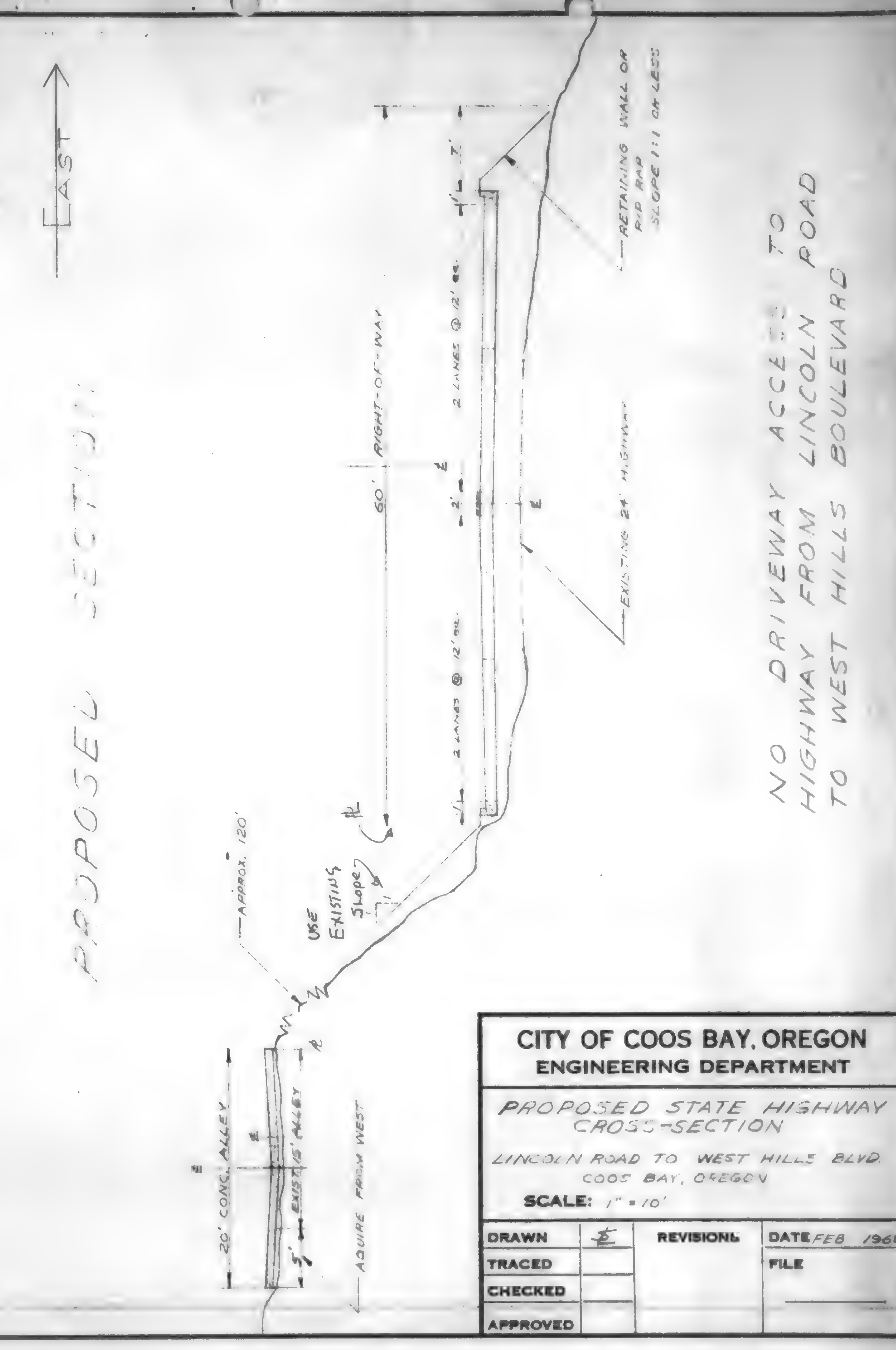
J Walter

J. Walter Barham
City Manager

RECEIVED
FEB 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JWB/rb
Enclosu


W. Park Rd.
TENNIS COURT
20' Access Rd
CEDAR AVE
BUTLER
OCEAN
BOULEVARD
WEST
HILLS
BLVD
LINCOLN
RD
DRIVE
OAK
WAY
CYPRESS DRIVE
OAKWAY COURT
20' ALLEY



CITY OF COOS BAY, OREGON
ENGINEERING DEPARTMENT

PROPOSED STATE HIGHWAY CROSS-SECTION

LINCOLN ROAD TO WEST HILLS BLVD.
COOS BAY, OREGON

SCALE: 1" = 10'

DRAWN		**REVISIONS**	**DATE** FEB 1968
TRACED			**FILE**
CHECKED			
APPROVED			

RECEIVED
APR 17 1968
FOR FILING

FORM E-30X—50M—2-66 SP-23500-734

116-1130
7327

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1968

SUBJECT: Woodland Drive-Central Avenue
Lincoln Road-West Hills Blvd.
Empire-Coos Bay Highway
Coos County
City of Coos Bay

To: MEMO TO THE FILES

On February 27, 1968 at 7:30 P.M. a meeting was held in the Coos Bay Library with approximately 25 property owners who are involved in the proposed Woodland Drive-Central Avenue project between Lincoln Road and West Hills Boulevard. City Manager Walt Barham and City Engineer Hal Leedom represented the City, and C. T. Keasey, D. N. Harwell, L. W. Riley, and the writer represented the State Highway Department. Four main points were covered in the discussion as follows:

1. The people present were concerned about pedestrian movement at the intersection of Butler Road and Ocean Boulevard which is the Empire-Coos Bay Highway. They were very interested and felt that signalization is necessary to protect the school children at this intersection.

2. They were also interested in an alternate location for the highway.

3. A number of the people indicated that they favored running the line more southerly of the existing centerline or to the inside of the curve. This would take most or all of the houses on the inside of the curve and leave the property alone on the outside of the curve.

4. In regards to the two plans of access that were presented, the access from the back or alley access was preferred over the front access from the highway.

NOTED
F. B. KLABOE

The general feeling was that the people at the meeting would rather have the highway left as it is and not disturb their property with any new construction. They would prefer a different location away from their property. If the highway was going to be improved as presented, then the rear access was preferred over the front access.

Mr. Harold Leedom was to write a letter to the State Highway Department regarding the City of Coos Bay's position.

Donald E. Keyes
Donald E. Keyes
Assistant Rural Engineer

RECEIVED
APR 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DEK:fw
cc: F. B. Klaboe
C. T. Keasey
D. N. Harwell

MEMO TO FILES
February 29, 1968

RE: Woodland Drive-Central Avenue Section
Lincoln Road-West Hills Blvd. Unit
Empire-Coos Bay Highway No. 243
City of Coos Bay

Pursuant to a public hearing held June 15, 1967, agreements executed in December, 1966 and August, 1967, and subsequent correspondence and discussion on subject matter, a meeting was held in Coos Bay on Tuesday, February 27, 1968. The meeting was at 3 p.m. in the city hall, and representatives present for the city were Mayor Bill Morin, Manager Walt Barham, Engineer Hal Leedom, and one councilman. State personnel present were C. T. Keasey, D. E. Keyes, and the writer.

Discussion basically concerned the adjacent property owners' dissension with State's previous proposal and the alternate individual property accesses being considered. Based on the grades involved, the City concurred in the alleyway rear-entrance-type access, but deferred acceptance until later in the evening at a meeting to learn the opinions of property owners.

Also discussed at the 3 p.m. meeting was State's and City's proposal regarding Highway 243 one-way couplet via portions of Commercial Avenue and Anderson Avenue between 10th Street and Bayshore Drive. It is City's intent to delete vehicle travel from Central Avenue between 8th and 4th Streets in order to use it as a mall area. Development of the couplet and mall plans appear to be some time away, and City proposes a bonding issue on the matter.

At 7:30 p.m. on February 27, a meeting was held in the City Library with the some 25, more or less, property owners involved in the Ocean Boulevard project between Lincoln Road and West Hills Boulevard. Mr. Barham opened the meeting with some comments regarding City's position, after which Mr. Keasey and the writer explained State's position on right-of-way, construction, and access to intersecting streets and properties, as well as signalization studies.

Much discussion followed and the consensus of adjacent owners was that if we were going to construct, go the back-door-access proposal, but get a concrete plan in existence for them to show any prospective buyers of the involved properties.

City of Coos Bay will write to State requesting State to proceed on this project in the immediate future (presently scheduled for 9/4/69 and later). City will also inquire as to possibility of State's proceeding with acquisition of right-of-way if City should submit its advance deposit of 25% of the estimated cost of the project. The letter will be forthcoming soon from Mr. Harold Leedom, City Engineer, who will be acting city manager.

NOTED
HAROLD REYNOLDSON

D. N. Harwell
D. N. Harwell, Assistant Engineer
County and City Division

DNH:mm
cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. H. Moehring
C. T. Keasey

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
DON HARWELL

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DEC 26 1967

FOR FILING

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GP*23811-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1967

SUBJECT: Woodland Dr.-Central Avenue
Empire-Coos Bay Highway
Coos County

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

ATTENTION: Mr. John Quiner II

In response to a phone request made December 21, 1967 by Mr. Glen Clark, I have attached for your use a sketch map in the area of the Shell Service Station.

Please keep in mind the design for this project is not yet final and so the proposed right of way as shown is subject to change.

It is possible that right of way from this property will not be needed for the initial contract, if the contract begins here and goes to Central Avenue, as was planned. This also is subject to change.

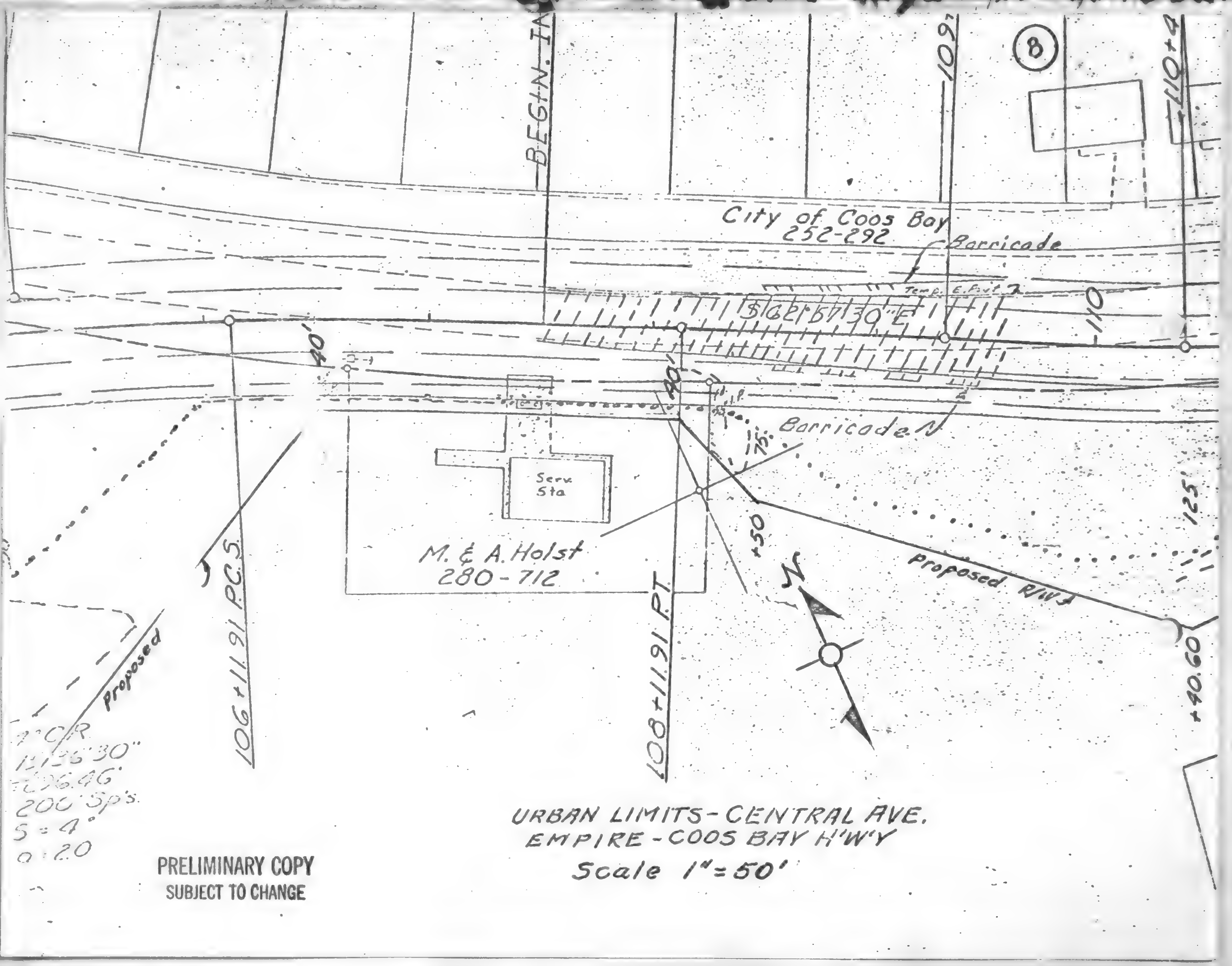
F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

NOTED
F. B. KLABOE

DLT:fw
Enc.
cc F. B. Klaboe

RECEIVED
DEC 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER



URBAN LIMITS - CENTRAL AVE.
EMPIRE - COOS BAY H'W'Y
Scale 1" = 50'

PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
JUL 3 - 1967
FORM 2-902
FOR FILING

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SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 30, 1967

SUBJECT: Woodland Dr.-Central Avenue
Empire-Coos Bay Highway
Coos County

To: Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon 97470

In designing the above project we have recognized a serious grade problem in replacing the existing driveways from approximate Stations 115 to 123.

As a remedy to this situation, we are investigating the possibility of developing alleys in this area to provide access to the rear of these properties.

We are in need of right of way estimates for each of these plans. The right of way costs on the original plan (access to the front) should be made with and without the steep driveways and with and without retaining walls. The alternate plan (alley access) should be for right of way costs along the alley and with or without a retaining wall along the front of the property. The costs should be kept separate for each property.

Our estimated right of way costs for this project are old and seem to be unrealistic. Now would be a good time to update this information for programming purposes.

Please furnish this office the above information. The enclosed maps are for your use.

F. D. Morgan,
Construction Engineer

By Donald L. Trout
Donald L. Trout,
Rural Engineer

DLT:mn
Encs.
cc: F. B. Klaboe

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JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 18 1967

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SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1967

SUBJECT: Woodland Dr.-Central Ave.
Empire-Coos Bay Highway
Coos County

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

In our design of the above project, it has developed that we have very steep grades on many of the driveways. Some of these will require that some carports and garages will have to be reconstructed.

Enclosed you will find a print of the detail map and cross sections. The profiles of these proposed driveways are plotted on the cross sections.

Please have someone review each of these driveway problems and give us a recommendation for any alternate design that might better serve these properties. Your early attention to this matter is necessary so that we can meet the contracting schedule.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe

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MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILES

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1967

SUBJECT: Woodland Drive-Central Avenue
Empire-Coos Bay Highway

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Enclosed please find a print of the detail map showing our approximate slope lines and a print of a 1"=100' property ownership map showing what coverage we have and what we need. Please furnish this office the following information as soon as possible:

1. Please send a copy of the following plats if they lie adjacent to and withint the limits of this project:

Second Addition to Bay Park
Western Addition to Marshfield.
Smith's First Addition to Bandon
Town of Summer
Rededication of Idaho Addition to North Bend.
Toziers Heights
Town of Marshfield (as surveyed and platted by Wm. Hall for E. B. Dean and Company).

2. Please send copies of deeds as cross hatched in pencil on the 1"=100' colored ownership map.

3. If any property ownerships are different than shown on this map, please send copies of deeds of the new owner.

4. Please return the 1"=100' colored property ownership map with the above requested information.

Your early attention to furnishing the above requested information is desired as this project is scheduled in the near future.

F.D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

RECEIVED
APR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DLT:fw
Enc.
cc F. B. Klaboe

RECEIVED
APR 20 1967

FOR FILING

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April 19, 1967

1467
1489

Mr. J. Walter Barham
City Manager
City of Coos Bay
Post Office Box 218
Coos Bay, Oregon 97420

Re: Woodland Drive-Central Avenue, Empire-Coos Bay Highway

Dear Mr. Barham:

Reference is made to your letter of December 2, 1966, our reply of January 12 and your letter of March 9.

As mentioned in our letter of January 12, we have extended this job to the Pony Creek area. We have selected a new alignment in the area of Woodland Drive where you suggested easing the "S" curve pattern. This new alignment takes off from the original alignment located at approximate Station 107. This is near the service station. From here toward Pony Creek, we go close behind the sewage pumping plant and then back into the existing road. We then generally follow the existing roadway on to Pony Creek. We have, however, in this area used flatter curves than now exist to improve the alignment.

Your suggestion to save four to six feet in our roadway width between Lincoln Road and West Hill Road was considered. We do feel, however, that since this is a short area the reduction in width would create a hazard.

The area from approximate Stations 125 to 132 in which you suggest a line shift and a slope change has been investigated. We have made the line shift and it is being incorporated into the job. We have left our slope design at a 2:1 slope. This is our standard and we feel it will make a more stable roadway in this type of material. The line shift will greatly ease the right-of-way taking.

Your suggestion for developing access from behind the houses between Butler Road and Lincoln Road has been considered. We feel that it is not practical because of the cost involved in redoing all of the driveways and garages that are now oriented toward the front of the property.

Your interest and concern in this project is appreciated and we hope the above information will answer your questions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler
D. L. Trout

DLT:fw srb

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 318
COOS BAY, OREGON 97420

March 9, 1967

#1
OFFICE OF
[illegible] ENGINEER

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Fred:

We have reviewed with your field engineer some of the alignment proposals on Ocean Boulevard. There are two areas in particular that we would like to adjust based on his thinking, and a third possibility for consideration.

1. On the enclosed preliminary alignment in the vicinity of Woodland Drive we have penciled in green a suggested center line which would provide a good alignment and minimum right-of-way cost. Joe Fitzpatrick who owns all of the property to the south would be agreeable based on a reasonable appraisal of his property value.

2. The area between Section 125+39 and Section 132+43 needs to be shifted 20 ft. west. Also, the slope section of the fill according to your field engineer is now planned at 2 to 1 and we would like to see the slope section built at 1 1/2 to 1 as previously planned in 1962 unless there are exceptional circumstances which we are not aware of. The people living in this area are quite concerned as we have new construction at the base of this fill and they built with the understanding that the fill line would not encroach upon their property. We feel this can easily be done by shifting the alignment to the west and reducing the required slope section of the fill.

3. The third area which we would like to explore and which could be done later is the thought of providing an access road for the properties between Butler Road and Lincoln Road. An access road could be developed for those people east of the highway in back of their properties if they are agreeable, and for those people west of the highway the present alley could be improved for access. This, we feel is desirable and would virtually eliminate all access onto the highway except at the intersections. This would involve some cost to the property owners to rearrange garage entrances. However, it would definitely be to their advantage. The problem is they may not agree.

We would appreciate an early answer if the first two items could be done, and would be glad to explore the other item further if you think it has merit.

Sincerely,

Walt

J. Walter Barham
City Manager

JWB/rb
Enclosure

to Morgan

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 1_ 1967
CONSTRUCTION
DIVISION

Largest City On The Oregon Coast

Routing
Morgan
Pease
Morelock
Trout
Scott
Wills

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MAR 1 1967
CONSTRUCTION
DIVISION

FORM 2-30 300 10-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 27, 1967

SUBJECT: Mr. Barham's Suggested Changes
Central Avenue-Woodland Drive Sec.
Empire-Coos Bay Highway

To: Mr. F. D. Morgan
Construction Engineer
SALEM

Attention D. J. Barbee

In accordance with Mr. F. B. Klaboe's letter to Mr. J. W. Barham, City Manager, City of Coos Bay, we studied the alignment in the vicinity of Pony Creek. The original line colored in blue on the print which is transmitted with this letter was tried and this cut much too deeply into the Coos Bay-North Bend Water Board's proposed service center site. The red line appears adequate to leave the proposed site intact as the cut slope is roughly sketched on in blue. The only possibility that I see to having a decent alignment through this canyon and across Pony Creek would be to extend the line revision easterly to the vicinity of Station 107. There appears a possibility of starting at Pony Creek and moving the P.I. in the vicinity of Station 94 into such a position to cut down the delta on the reversing curves and put our alignment south of the sewage pumping station coming back on the proposed alignment at Station 107.

This is a major line revision and one that will require probably additional topog through a gully area lying south of the sewage pumping station. This improvement would enable us better spiral alignment easing off on the rollover at the point of reversing in the vicinity of Station 90.

We will attempt to finalize the red alignment as quickly as possible and submit all the data necessary by the 8th of March.

Please note that the red alignment takes a $20,000 home in the vicinity of Station 96. Please notify the writer if you wish the additional study made on the major line change suggested above. Also Items 2 and 3 of Mr. Klaboe's letter to Mr. Barham would have to be answered by Mr. Trout.

JBBoyd
J. B. BOYD
Assistant Division Engineer

RECEIVED
FEB 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JBB/cw
Attach.
cc F. B. Klaboe
Wayne Oberding

RECEIVED
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FOR FILING

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982K

September 8, 1966

Mr. J. Walter Barham
City Manager
City of Coos Bay
Post Office Box 218
Coos Bay, Oregon 97420

Dear Mr. Barham:

Reference is made to your letter of August 12 regarding the future Central Avenue-Woodland Drive Section of the Empire-Coos Bay Highway.

We are reviewing our location survey on this project. In approximately 60 to 90 days we should have the right-of-way firmly established. We would at that time be willing to discuss the matter of right-of-way with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler

DLT:bjm bg

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON 97420

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AUG 16 66

August 12, 1966

Barnes
Walker
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AUG 10 1966
CONSTRUCTION

Morelock
Trout
Scott
Wills
Litchfield

Oregon State Highway Department
Salem, Oregon 97310

Attention - Mr. Forrest Cooper
State Highway Engineer

Porter

Dear Mr. Cooper:

Mayor William Morin has referred your letter of July 29 to me in the hopes that the City might be of some assistance in securing some of the necessary right-of-ways on the Central Avenue-Woodland Drive section.

On accasion right-of-way acquisition can be controversial. It was our thought that perhaps if location work is sufficiently completed the City might acquire these right-of-ways through local channels as reasonable as possible.

We appreciate your assistance in moving this co-operative project forward as quickly as possible.

Very truly yours,

J. Walter Barham

J. Walter Barham
City Manager

JWB/rb

RECEIVED
AUG 15 1966
OREGON
STATE HIGHWAY COMMISSION

Largest City On The Oregon Coast

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FOR FILING

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908

July 29, 1966

The Honorable William L. Morin
Mayor of Coos Bay
Post Office Box 218
Coos Bay, Oregon 97420

Dear Mayor Morin:

In reply to your letter of July 18, we are indicating a breakdown in costs on two sections of the Empire-Coos Bay Highway which we previously estimated as costing approximately $1,220,000.

Central Avenue-Woodlawn Drive Section, 1.1 miles

Construction	$305,000
Engineering	25,000
Right-of-way	40,000
	$370,000

Woodlawn Drive-Cape Arago Highway Section 1.7 miles

Construction	$715,000
Engineering	55,000
Right-of-way	80,000
	$850,000

Preliminary engineering is financed by the State and does not appear in the foregoing figures.

Location field work has been done on the Central Avenue-Woodlawn Drive Section and could be advanced to final design upon favorable action by the Highway Commission and availability of funds. The Woodlawn-Cape Arago Highway Section has not been surveyed and would therefore appear to be a logical choice for the second phase as you have suggested.

If we may be of further service at this time, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
L. R. Chandler
Ralph Sipprell

cc Hon. James B. Bedingfield, Jr. (7-18 letter)
(with copy of Mr. Cooper's letter dated June 29 to Mayor Morin)

GCW:nh fn

WILLIAM L. MORIN
MAYOR

SISTER CITY
LARVIK, NORWAY

J. WALTER BARHAM
CITY MANAGER

CITY OF COOS BAY
P. O. BOX 218
COOS BAY, OREGON 97420

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July 18, 1966

Routing
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JUL 22 1966
CONSTRUCTION
DIVISION

Oregon State Highway Commission
Salem
Oregon

Attention - Mr. Forrest Cooper
State Highway Engineer

Dear Mr. Cooper:

Reference is made to our past correspondence and to your letter of June 29 in particular in regard to the realignment and widening of the Empire-Coos Bay Highway.

Please be advised that the Coos Bay City Council at their regular meeting of July 11, by motion, authorized the City to participate in this project up to 25%. Naturally we are most anxious to start the construction stage of such a project as soon as possible. We recognize, however, that detailed engineering, including plans and specifications will be necessary, and also that financing must be available both for the State's portion as well as for the City's.

Would you please provide a breakdown for our information of the 2.8 mile section involved, separating right-of-way cost, construction cost, and the engineering cost involved. Also, we would appreciate a suggested phasing of this project. It is our hope that the section between Central Avenue and Woodland Drive could be incorporated in the first phase.

Your cooperation in the planning and construction of this project is certainly appreciated.

Very truly yours,

William L. Morin

William L. Morin
Mayor

cc by [illegible]
Porter

WLM/rb

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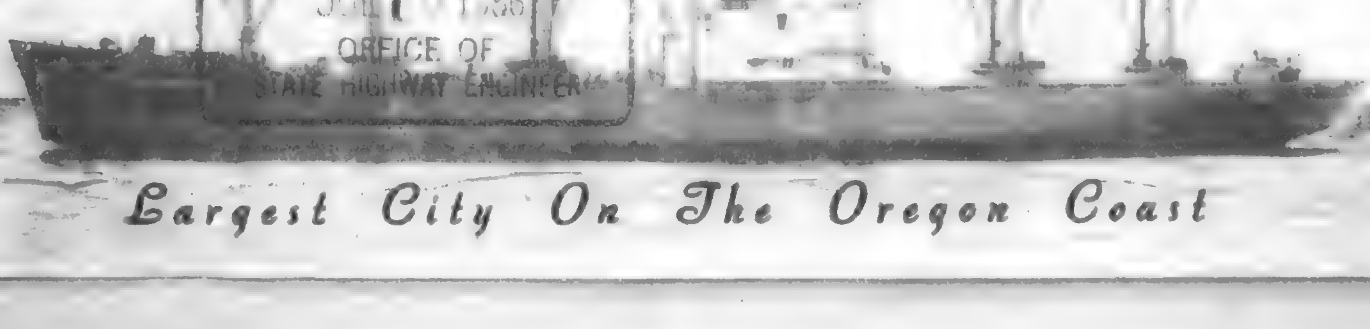
OFFICE OF
STATE HIGHWAY ENGINEER



Largest City On The Oregon Coast

7-8308 Marks Creek Rock Production Proj. 1970
on Ochoco Highway, E. of Prineville

#7398

[illegible]
JAN 26 1971
FOR FILING

7-8308

7398

January 26, 1971

United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

Gentlemen:

Please disregard our letter to you of January 18, 1971, concerning the post-final payment. The amounts given in the letter were in error.

A post-final payment for $750 will be made to Mayho, Inc., on Contract No. 7398 for work on the Marks Creek Section of the Ochoco Highway in Crook County as soon as the warrant is prepared.

The total amount paid on this contract will be $62,923.02 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Mayho, Inc.
7800 N. E. Killingsworth
Portland, Oregon 97218

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
JAN 18 1971
FOR FILING

7-8308
7398

January 18, 1971

United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $3,000 will be made to Kaybo, Inc., on Contract No. 7398 for work on the Marks Creek Section of the Ochoco Highway in Crook County as soon as the warrant is prepared.

The total amount paid on this contract will be $60,396.16 including the post-final payment. Of the total, $6,654.16 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Kaybo, Inc.
7820 N. E. Killingsworth
Portland, Oregon 97218

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

incorrect amts
see letter of
1-26-71

RECEIVED
FEB 12 1971
FOR FILING

7-8308
7398

#3

January 12, 1971

Maybo, Inc.
7800 N. E. Killingsworth
Portland, Oregon 97218

Gentlemen:

The State Highway Commission at its meeting on January 7 considered your request for an extension of time on Contract No. 7398 for the Marks Creek rock production project on the Ochoco Highway in Crook County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, the Commission granted you a new completion date of November 10, 1970, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc F. D. Morgan
V. E. Skoog
J. F. Putnam
R. H. Clark

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1970

SUBJECT: Marks Creek Rock Production
Contract No. 7398
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Waybo, Inc. requested an extension of time on this project before it was completed. The contractor's intent was apparently to request a complete extension that would delete all liquidated damages. The contractor cites difficulty in maintaining the impact crushers which were required for the 3/8"-0 sanding material production.

This contract covered the production of 8,000 yards of sanding material and 4,000 yards of other sizes for oiling aggregate and the contract specified completion by October 31, 1970. It was actually completed November 17, 1970, so 17 days liquidated damages would accrue at the rate of $75 per day for a total of $1,275.

The Resident Engineer points out that the contractor elected to also produce the oiling aggregates by the impact or attrition method which was specified for the sanding material. This was some benefit to the State in that it will allow us to compare whether oiling aggregate produced this way alleviates some of the tire puncture problems relating to re-oiling. Sufficient sanding material was on hand before the first snow storm hit, so the late completion has had no adverse effect.

We note that the engineering cost underran significantly, requiring only about one-half of the authorization. One possible offsetting condition is the contractor's apparent delay in starting on this project. It was awarded June 12, 1970. Work did not start until August 31, so almost one-half of the available time had elapsed before the contractor started.

Both the Resident Engineer and the Regional Engineer recommend that at least a portion of the liquidated damages be waived and the Resident Engineer suggests a 10-day extension. Because of the delay in starting, we believe some liquidated damages should accrue and we concur in the field recommendation. This would extend the completion time to November 10, 1970 leaving 7 days liquidated damages in effect for a total of $525.

This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer
By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1970
FOR FILING

7-8308

7398

December 21, 1970

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7398 awarded to Wayko, Inc., for work on the Marks Creek Section of the Ochoco Highway in Crook County was completed on November 17, 1970, and accepted by the Highway Commission on December 17, 1970.

Final payment in the amount of $2,966.63 will be released to the contractor after December 26, 1970. The total contract amount is $62,173.02 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc Wayko, Inc.
7800 N. E. Killingsworth
Portland, Oregon 97218

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
J. F. Putnam

DEC 17 1970

FOR FILING

7-8308
7344

December 17, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 5, 1971 meeting

Gentlemen:

Waybo, Inc., contractor on the Marks Creek Rock Production project on the Ochoco Highway in Crook County, Contract No. 7398, has requested that the contract completion time be extended. This contract specified completion by October 31, 1970, and it was actually completed November 17, 1970, with 17 days liquidated damages at the rate of $75 per day.

This contract included production of sanding material for maintenance use this winter and also the stockpiling of oiling aggregate for future use. The contract required that the sanding material be produced by the relatively new attrition method which we are trying in an effort to reduce the presence of sharp sliver particles of rock which tend to cause tire damage. Because of severe wear of the crushing equipment, the contractor's production rate was lower than he had expected. The contractor chose to also crush the oiling aggregate by the same attrition method, although not required to do so, and a good product was obtained. Sufficient sanding material was available to the State when needed in the first adverse winter conditions. We, therefore, find some sympathy for this request even though the contractor did not start the project until over two months after it was awarded to him.

I recommend a 10-day extension of the contract time which will establish a new completion date of November 10, 1970, and leave seven days liquidated damages in effect for a total of $525. This was a State project.

This matter will be on the agenda for your consideration at the January 5, 1971 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
J. F. Putnam

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7398 Contractor Waybo, Inc.

Highway Ochoco

Section Marks Creek

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 10-day extension to new date of November 10, 1970.

Recommended for Approval:

Division Engineer

for

Construction Engineer or ~~Bridge~~ Engineer

Assistant State Highway Engineer

[illegible]-734

Contract No. 7398

Project designation State (State-Federal)

Date awarded June 12, 1970

Work started August 31, 1970

Per cent completed 100% November 17, 1970 (Date)

COMPLETION DATE October 31, 1970

COMPLETED November 17, 1970

COMPLETION DATE REQUESTED 11-17-70

E-[illegible] (Rev.)—5M—[illegible]-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec 1, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~wor~~kdays from Oct 31 1970 ~~da~~ys to Nov 17 70 ~~days~~, within which to complete our Contract No. 7358, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

Wayne Inc
Contractor

By Wayne Earley

CONSENT OF SURETY

Date December 4, 19 70

We, United Pacific Insurance Company

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney-in-fact

(SEAL)

Carol A. McAllister,
618 Executive Bldg., Portland, Oregon
Resident Agent

FRED S. JAMES & CO.
BY David [illegible]

Wayne J. Easley
AT 4-4276

WAYBO INC.
GENERAL CONTRACTORS - ROCK PRODUCTS
7800 N.E. Killingsworth St.
Portland, Oregon 97218
254-1569

Robert J. Kauffman
MI 4-5868

November 4, 1970

Mr. R. H. Clark, Resident Engineer
Oregon State Highway Dept.
P. O. Box 1249
Bend, Oregon

Dear Mr. Clark,

In relation to our contract for Marks Creek Rock Production project #7398, enclosed find our wage certification forms covering the period through October 31, 1970.

At this time, we also wish to submit for your consideration, a request for an extension of time, without penalty, for completion of this contract for the following reasons.

We find that the impact crushers required by the specifications for the sanding material production are considerably less than perfected so far as relatively trouble free operation is concerned. As a result, we have lost about two weeks time due to breakdowns and inconsistant quality of alloy wear castings, in this unit, which have only one source of supply. As you undoubtedly already know, this particular type crusher is relatively new to this area and is still in somewhat of a "proving" stage. We have experienced a very wide fluctuation in the operational life of the castings that are in contact with the rock. Since we are crushing from the same source all the time, we can only assume that some experimentation with casting alloys is being done, without our knowledge or request. As brought out above, we are limited to only one source of supply for these parts, which is not an ideal situation.

At any rate, when it became obvious to us that time might become a problem, we went on overtime, operating six ten-hour days per week mainly. This has been going on for the past six weeks. When running, our production volume has been satisfactory and within the estimates of what we expected to produce to complete the job within the time limit.

None of us expect to have trouble free operation but ours has been plagued with an extra ordinarily high amount of down time, mainly for reasons stated above and since it causes no apparent loss or inconvenience to the State of Oregon, we hereby respectfully request your favorable consideration in granting us additional time for completion.

Unless things go worse than usual, we should be finished by November 15, 1970.

Yours truly,

Wayne J. Easley

Wayne J. Easley, Pres.
Waybo, Inc.

RECEIVED
DEC 21 1970
FOR FILING

7-8308
7398

December 17, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed November 17, 1970 on Contract No. 7398. The contract was with Wayho, Inc. and was for rock production on the Marks Creek Section of the Ochoco Highway in Crook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

7-8308
7398

FORM S-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Marks Creek
WEEK ENDING: Nov. 28, 1970
SECTION PREFIX: 7-8308
HIGHWAY: Ochoco
COUNTY: Crook
NAME OF JOB: Marks Creek
KIND OF WORK: Rock Production
CONTRACTOR: Waybo, Inc.
CONTRACT NUMBER: 7398
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970
DATE WORK STARTED: August 31, 1970
ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $ 69,129.37
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 63,091.87
ENGINEERING AUTHORIZATION: $ 6,037.50
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,570.00
ENGINEERING COST TO DATE: $ 2,393.00
This week 100.00
DATE PROJECT WAS COMPLETED: Nov. 17, 1970; SF Est. 12/1/70
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5 %
PERCENT OF AUTHORIZATION: 40 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000		
TOTAL QUANTITIES CORRECTED TO DATE			12,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,000		
AVERAGE DAILY QUANTITIES			250		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			complete		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOV 30 1970
Boehme
Johnsen
CONSTRUCTION DIVISION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	–
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor moved out this week..The quarry and site were left in excellent condition.

SIGNED R H Clark LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUL 9 - 1970

FOR FILING

7-8308
7-398

July 9, 1970

Waybo, Inc.
7800 N.E. Killingsworth
Portland, Oregon 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7398 for the Marks Creek
Rock Production Project on the Ochoco
Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: United Pacific Insurance Company, Portland & Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
JUN 17 1970

FOR FILING

7-8308
7398

June 15, 1970

Waybo, Inc.
7800 N.E. Killingsworth
Portland, Oregon 97218

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7398 in the amount of $59,900.00 on the Marks Creek Rock Production Project on the Ochoco Highway in Crook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
J. F. Putman
R. H. Clark

I-80N-4(21) Quinton-Arlington & Willow Cr. 1970
122 Section, of Col. R. Hwy. (Grad.,
#7399 pav., signing & illum.)

7399

5

July 19, 1973

Mr. W. C. Nelson, Jr.
McGrath, North, Nelson, Dwyer & O'Leary
Attorneys at Law
1601 Woodmen Tower
Omaha, Nebraska 68102

Re: Contract Information on
Contracts No. 7399/7513/7337 and 7597

Dear Mr. Nelson

Pursuant to your request by your letter of July 10, 1973, please find enclosed certified copies from the various contracts relating to delays, etc., plus a memo from John Bond, Construction Administration Engineer, concerning delays on those four contracts.

If you desire any additional information, please do not hesitate to contact me.

The cost for the preparation of this material is $49.50 for the Xeroxing and certifications and $30.00 for administrative time spent in reviewing material and putting it together. The total bill, therefore, is $79.50 and the check should be made payable to the State Highway Division and mailed to my attention.

Sincerely

Jack L. Sollis
Assistant Attorney General

gb

Enclosures

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1973

RECEIVED
JUL 17 1973
LEGAL

SUBJECT:

To: Jack L. Sollis
Assistant Attorney General

NOTED
JACK L. SOLLIS

FROM: John A. Bond
Construction Administration Engineer

You requested some comments on the July 10 letter from an Omaha, Nebraska law firm concerning reasons for delays and time liquidated damages on four projects. It happens we have recently had telephone inquiry from the Platt Electric Supply Inc. in Portland concerning details of time liquidated damages and the requests for time extension on two of these projects.

1. Contract No. 7399, Quinton-Arlington, 18-day extension granted for rail strike leaving 30-1/2 days liquidated damages withheld at $300 per day. A copy of our letter recommending on this request is attached.

2. Contract No. 7513, Emigrant Hill, 114 days liquidated damages at $50 per day withheld. We can find no request for time extension from the contractor. No further action was ever taken.

3. Contract No. 7337, LaGrande Section, 158 days liquidated damages at $500 per day. The contractor made a request for time extension for reasons on which we found little validity. After meeting with the contractor to discuss the matter, he requested that he be given the opportunity to submit a new request. No further request has been forthcoming as yet. We still have this matter in bring-up situation. See my December 15, 1972 memorandum.

4. Contract No. 7597, West Linn Interchange, 34 days time extension was granted; 57 days liquidated damages still in effect at $100 per day. This time extension request was handled via the Bridge Section and further information should be available from them or from General Files.

As to the general question of our attempting to provide copies of material pertinent to the cause or causes for late completion of a project, it seems to me this would be a highly judgemental area. There is no one simple nice neat place to get this king of information. Weekly reports, diaries, change orders, the plans, the specifications (special and general), and correspondence which might be in Resident, Region or Salem offices could all be pertinent. I would not want to determine what is or is not pertinent to contract time in such a general way.

JAB:fw

Enc.

LAW OFFICES
McGRATH, NORTH, NELSON, DWYER & O'LEARY
1601 WOODMEN TOWER
OMAHA, NEBRASKA 68102
TELEPHONE 402 341-3070

RAYMOND E. McGRATH
JOHN E. NORTH
WINCEL C. NELSON, JR.
ROBERT V. DWYER, JR.
ARTHUR D. O'LEARY
DAVID B. ANDERSON
DENNIS E. MARTIN
DAVID L. HEFFLINGER
GREGORY M. SCHATZ
JEFFREY L. STOEHR

OF COUNSEL
RODNEY SHKOLNICK

NOTED
JACK L. SOLLIS

July 10, 1973

Mr. Jack L. Sollis
Room 408
State Highway Building
Salem, Oregon 97310

AIR MAIL SPECIAL DELIVERY

Dear Mr. Sollis:

This will confirm our recent telephone conversation regarding copies of logs for certain highway projects in the State of Oregon. We previously discussed ordering xeroxed copies of these logs based upon certain information I will set forth hereinafter; however, I would like to change that to certified copies, unless the cost increases substantially. In which case, I would like to have you call me collect in connection with the charge. In the event that the additional charge for certification is under $10.00, please do not call.

Our client is a manufacturer of lighting standards and in the cases mentioned in this letter, we're interested in any and all factors revealed by the logs which show any and all causes for delay in the completion of the job. As I mentioned to you, we are interested in determining the proximate cause or causes involved in the assessment of any liquidated damages. The specific references and information we are interested in therefore is any reference in the logs to the reasons for delays by the contractors such as strikes, weather, extensions of time to other suppliers and/or contractors, failure of material suppliers to get material to the site or otherwise supply it, or failure of any contractor to complete any part of the job on time or in time.

The projects we are interested in are as follows:

1. Quinton/Arlington - Contract No. 7399 - the period of time: August 1, 1970 to acceptance of project.

2. Emmigrant Hill Scale House - Contract No. 7513 - the period of time: January 1, 1971 to acceptance of project.

3. LaGrande Section - Old Oregon Trail Highway - Contract No. 7337 - time period: January 1, 1971 to acceptance of project.

4. West Linn Interchange East Portland Freeway - Contract No. 7597 - time period: June 1, 1971 to acceptance of project.

I would appreciate your early attention to this matter. Please send me a statement for costs incurred.

Very truly yours,

Bud

W. C. Nelson, Jr.

WCN jr/dm
Cc: Mr. Paul Lienemann
Mr. F. W. Stevens
Mr. Hal Smith

7399

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 22, 1973

Department of the Army
Walla Walla District, Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Attention: Mr. J. E. Butler

Gentlemen:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Reference is made to your letter of June 19 regarding revised invoices for Contract Nos. 7273 and 7399.

Enclosed is a copy of an invoice to the Walla Walla District Corps of Engineers dated February 6, 1973. The invoice shows a refund due the Corps in the amount of $7,733.38 which is an adjustment of the two contracts. Also enclosed are copies of two sides of a Highway Fund Warrent dated February 12, 1973 made payable to the Treasury of the United States in the amount of $7,733.38. The warrant was deposited on February 15, 1973 by your Mr. John N. Fox, Disbursing Officer.

The guniting work at Arlington is complete; however, the final estimate is still in the process of being checked. As soon as paper work is completed, final billing will be forwarded.

Very truly yours,

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

RECEIVED
JUN 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Enclosures

DEK:mc

bc E. S. Hunter (w/att.)

6-25

NPWCO-CA

19 June 1975

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. Victor D. Wolfe, Location Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97301

Dear Mr. Wolfe:

Reference is made to the Contracting Officer's letter dated 12 December 1972 requesting revised invoices for Contracts Nos. 7273 and 7399.

I am very concerned that we have not received a reply to the Contracting Officer's letter. Since there is a large sum of money involved and all work is completed, it is in the best interest of the State and the Government to resolve this matter as soon as practicable. In addition, final billing for guniting work at Arlington should be submitted.

Your prompt attention and reply will be greatly appreciated.

Sincerely yours,

J. E. BUTLER
Authorized Representative
of the Contracting Officer

5

RECEIVED
DEC 27 1972
FOR FILING

7399

December 22, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway

Reference is made to your letter of December 12 addressed to Mr. Victor D. Wolfe, Location Engineer, regarding distribution of costs and charges under Contract Nos. 7273 and 7399.

It appears that there was a transposition of figures on the Corps of Engineers obligation on Contract No. 7273. This figure was shown as $1,327,831.80 and should have been $1,327,813.80.

Subject to final verification by audit, I concur with the tabulation of Corps of Engineers obligation in the amounts of $1,327,813.80 for Contract No. 7273 and $1,700,801.60 for Contract No. 7399. Revised invoices will be prepared and submitted.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Glen L. Green w/att.

bc: F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
C. T. Keasey
L. H. Young

DEK:mc jf

NPWCO

12 December 1972

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project

Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

ATTN: Mr. Victor D. Wolfe
Location Engineer

Gentlemen:

Reference is made to your letters dated 26 July and 8 August 1972 relative to the distribution of costs and charges under Contracts Nos. 7273 and 7399.

Further reference is made to meetings on 30 November and 1 December 1972 attended by Messrs. Victor Wolfe, Donald Keyes, and Paul Hatcher of your staff and Mr. John Butler of this office. At these meetings, a tentative cost and charge distribution was developed. These distributions are shown on the inclosed tabulations.

In accordance with the distribution, the Corps of Engineers' obligation is $1,327,831.80 for Contract No. 7273 and $1,700,801.60 for Contract No. 7399. These amounts are subject to final verification by audit.

If you concur with this distribution, a revised invoice should be submitted. Your billing requisition No. FA 551 is returned herewith.

Sincerely yours,

RICHARD M. CONNELL
Colonel, CE
Contracting Officer

3 Incls
1. Req No. 551
2. Tab of Costs - Contr 7273
3. Tab of Costs - Contr 7399

HIGHWAY 80-N LOCATION

QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

Contract 7399
Corps of Engineers Obligations

No.	Item	Unit	Unit Price	Quantity	Cost
1	Furnish Field Lab Bldg.	Each	-	All	$ 772.00
2	Railroad Protective Costs	Lump Sum	-	All	1,200.00
3	Temporary Protection & Direction of Traffic	Lump Sum	-	All	31,360.00
7	Excavate Existing Surfaces	Sq. Yd.	0.40	13,697.6	5,479.04
11	Watering	M-Gal	3.00	867	2,601.00
12	1"-0 Aggregate Base	Ton	2.50	24,315	60,787.50
13	Class "B" Asphalt Concrete Mix	Ton	4.60	138,721.24	638,117.70
14	Asphalt Cement in Mix	Ton	30.00	9,094.56	272,836.80
15	Asphalt in Tack Coat	Ton	60.00	159.42	9,565.20
51	Adjusting Manholes	Each	225.00	13	2,925.00
52	Adjusting Boxes	Each	50.00	13	650.00
57	Revise Willow Cr. Br. West Bound	Lump Sum	-	All	30,000.00
58	Remove Existing Sign Inst.	Lump Sum	-	All	1,720.00
59	Painted Wood Sign Posts	Lump Sum	-	All	2,368.00
60	Sign Support Footings	Lump Sum	-	All	10,320.00
61	Metal Sign Structures	Lump Sum	-	All	31,150.00
62	Type "A" & "B" Signs in Place	Sq. Ft.	7.00	3,988.3	27,918.10
63	Type "C", "D" & "R" Signs in Place	Sq. Ft.	4.10	825.8	3,385.78
64	Type "E", "F", "G" & "M" Signs in Place	Sq. Ft.	4.70	317.1	1,490.37
65	Type "V" Signs in Place	Sq. Ft.	7.75	40.8	316.20
66	Thermoplastic Pvmt Mrk.	Each	90.00	6	540.00
				SUBTOTAL	$1,135,502.69
31701	Penalty Non Spec Cl "B" AC	Lump Sum	-	All	(3,432.39)
31801	AC Comp. Penalty	Lump Sum	-	All	(90.35)
801	Flagging	Lump Sum	-	All	12,579.14
802	Add'l Work Willow Cr. Br.	Lump Sum	-	All	11,040.69
92001	Striping	Lump Sum	-	All	2,719.86
				SUBTOTAL	$ 22,816.95

HIGHWAY 80-N LOCATION

QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

Contract 7399
Corps of Engineers Obligations

	Unit	Unit Price	Quantity	Cost
ADDITIONAL ITEMS PER AGREEMENT (NOT CONTRACT ITEMS)				
Stone Leveling Course	Ton	2.50	29,319	$ 73,297.50
Watering	M-Gal.	3.00	479	1,437.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	5.50	1,617	8,893.50
RC 250 Asphalt in Prime Coat	Ton	55.00	293	16,115.00
120-150 Asphalt in Asphalt Macadam	Ton	55.00	796	43,780.00
RS-2 Asphalt in Asphalt Macadam	Ton	60.00	222	13,320.00
Aggregate in Asphalt Macadam	Cu. Yd.	5.50	10,586	58,223.00
Raising Guard Rail	Lin. Ft.	1.75	75,606	132,310.50
Raising Median Barrier	Lin. Ft.	2.55	27,190	69,334.50
Raising Guard Rail Beam Only	Lin. Ft.	0.60	4,125	2,475.00
			SUBTOTAL	$419,186.00
			TOTAL DIRECT COSTS	$1,577,505.64
ENGINEERING				128,704.71
LIQUIDATED DAMAGES				(5,408.75)
TOTAL CORPS OF ENGINEERS OBLIGATION				$1,700,801.60 1,700,801.60

HIGHWAY 80-N LOCATION

QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

Contract 7399
Total Work

No.	Item	Unit	Quantity	Unit Price	Cost
1.	Furnishing Field Lab. Bldg.	Each	1	$1,000.00	$ 1,000.00
2.	Railroad Protective Costs	Lump	-	-	1,200.00
3.	Temporary Protection and Direction of Traffic	Lump	-	-	40,000.00
	ROADWORK				
4.	Remove Structures & Obstructions	Lump	-	-	70,000.00
5.	Ditch Excavation	Cu. Yd.	16.39	10.00	163.90
6.	Embankment in Place	Cu. Yd.	37,508.2	1.50	56,262.30
7.	Excavate Existing Surfacing	Sq. Yd.	15,030.9	0.40	6,012.36
8.	Trench Excavation	Cu. Yd.	142.93	10.00	1,429.30
9.	Finishing Roadbed & Slopes	Lump	-	-	12,000.00
10.	Furnishing and Placing Topsoil	Cu. Yd.	4,417	1.50	6,625.50
11.	Watering	M-Gal.	2,405.8	3.00	7,217.40
12.	1" -0 Aggregate Base	Ton	67,310.22	2.50	168,275.56
13.	Class "B" Asphalt in Concrete Mix	Ton	223,129.155	4.60	1,026,394.12
14.	Asphalt Cement in Mixture	Ton	14,628.378	30.00	438,851.34
15.	Asphalt in Tack Coat	Ton	281.263	60.00	16,875.78
16.	Concrete Shoulder Barrier	Cu. Yd.	207.72	110.00	22,849.20
17.	Shoulder Barrier Backfill	Cu. Yd.	421.6	2.00	843.20
18.	Class "A" Concrete in Wall	Cu. Yd.	104.5	110.00	11,495.00
19.	15-inch Culvert Pipe	Lin. Ft.	646	5.00	3,230.00
20.	18-inch Culvert Pipe	Lin. Ft.	92	6.00	552.00
21.	24-inch Culvert Pipe	Lin. Ft.	78	7.00	546.00
22.	36-inch Culvert Pipe	Lin. Ft.	74	15.00	1,110.00
23.	48-inch Culvert Pipe	Lin. Ft.	48	25.00	1,200.00
24.	15-inch Paved Culvert End Slopes	Each	13	100.00	1,300.00
25.	18-inch Paved Culvert End Slopes	Each	6	120.00	720.00
26.	24-inch Paved Culvert End Slopes	Each	5	140.00	700.00
27.	36-inch Paved Culvert End Slopes	Each	2	190.00	380.00
28.	48-inch Paved Culvert End Slopes	Each	2	350.00	700.00
29.	24-inch Pipe Riser Extension	Each	4	125.00	500.00
30.	36-inch Pipe Riser Extension	Each	4	170.00	680.00
31.	Concrete Manholes	Each	2	750.00	1,500.00
32.	Concrete Inlets, Type G-1	Each	2	210.00	420.00

Quinton-Arlington and Willow Creek Sections
Total Work

No.	Item	Unit	Quantity	Unit Price	Cost
33.	Concrete Inlets, Type G-2MA Modified	Each	39	$ 300.00	$ 11,700.00
34.	Special Inlets	Each	2	360.00	720.00
35.	6-inch Drain Pipe	Lin.Ft.	38	2.00	76.00
36.	Guard Rail, Type 2	Lin.Ft.	374	2.00	748.00
37.	Guard Rail, Type 2A	Lin.Ft.	88,556	2.48	219,618.88
38.	Median Barrier	Lin.Ft.	52,140	4.00	208,560.00
39.	Guard Rail Anchors	Each	77	225.00	17,325.00
40.	Extra for Guard Rail Br. Connection	Each	20	100.00	2,000.00
41.	Extra for Guard Rail Barrier Connection	Each	8	50.00	400.00
42.	Special Median Barrier Terminals	Each	2	650.00	1,300.00
43.	Modify Existing Guard Rail	Lin.Ft.	4,896	0.50	2,448.00
44.	6-foot Chain Link Fence with Pickets	Lin. Ft.	620	4.50	2,790.00
45.	Concrete Walks	Sq.Yd.	600.8	6.00	3,604.80
46.	Aluminum Handrail	Lin.Ft.	16.4	20.00	328.00
47.	Concrete Curbs	Cu.Yd.	42.5	75.00	3,187.50
48.	Guide Posts, W-1	Each	630	7.50	4,725.00
49.	Guide Posts, Y-2	Each	319	8.00	2,552.00
50.	Salvage Culvert End Sections	Each	59	10.00	590.00
51.	Adjusting Manholes	Each	13	225.00	2,925.00
52.	Adjusting Boxes	Each	13	50.00	650.00
53.	Litter Receptacles	Each	6	150.00	900.00
54.	Metal Picnic Tables	Each	2	400.00	800.00
55.	Viewpoint Shelter	Each	1	3,500.00	3,500.00
56.	Picnic Table Shelter	Each	2	1,750.00	3,500.00
	STRUCTURES				
57.	Revise Willow Creek Bridge Westbound	Lump	-	-	30,000.00
	SIGNING				
58.	Remove Existing Sign Installations	Lump	-	-	2,000.00
59.	Painted Wood Sign Posts	Lump	-	-	3,200.00
60.	Sign Support Footings	Lump	-	-	12,000.00

No.	Item	Unit	Quantity	Unit Price	Cost
61.	Metal Sign Structures	Lump	-	$ -	$ 35,000.00
62.	Type 'A' & 'B' Signs in Place	Sq.Ft.	4,436.8	7.00	31,057.60
63.	Type 'C', 'D', 'R' Signs in Place	Sq. Ft.	1,191.2	4.10	4,883.92
64.	Type 'E', 'F', 'G', 'M' Signs in Place	Sq. Ft.	358.6	4.70	1,685.42
65.	Type 'U' Signs in Place	Sq. Ft.	46.4	7.75	359.60
66.	Thermoplastic Pavement Markings	Each	8	90.00	720.00
	ILLUMINATION				
67.	Roadway Illumination Installation, Complete	Lump	-	-	47,550.00
			SUBTOTAL		$2,564,437.68
30101	Type 2 Guard Rail with Double Railing	Lin.Ft.	660	2.93	1,933.80
30201	Modify Existing Rail	Lin.Ft.	150	0.83	124.50
30302	Credit for Paving Dams	Lump	-	-	(1,200.00)
30401	DOC Rev Class "B" AC Specs	Lump	-	-	-
30501	Generator at Willow Creek	Lump	-	-	1,567.50
30601	18-inch Pipe Riser Ext.	Each	2	110.00	220.00
30701	Furnish & Install Dowel Bars	Each	149	1.60	238.40
30801	2-in. CI Drain Pipe	Lump	-	-	30.00
30901	Install & Remove Guard Rail	Lump	-	-	742.50
31001	DOC Rev Class "B" AC Specs	-	-	-	-
31101	Exc Existing Surface	Sq.Yd.	3,433.4	0.40	1,373.36
31201	Furnish & Place Topsoil	Cu.Yd.	5,455	2.00	10,910.00
31301	Seed, Fertilize & Mulch	Acre	10.1	300.00	3,030.00
31401	Excess Material	Ton	15,005.615	1.00	15,005.62
31402	Load, Weigh and Stockpile	Ton	15,005.615	0.25	3,751.40
31403	Hauling	Ton	15,005.615	0.63	9,453.54
31501	Adjust Deck Drains	Lump	-	-	125.00
31601	Furnish & Install Rail Members	Lin.Ft.	425	1.76	748.00
31701	Penalty Non Spec Cl "B" AC	Lump	-	-	(5,520.82)
31801	AC Compaction Penalty	Lump	-	-	(145.33)
			SUBTOTAL		$ 42,387.47

No.	Item	Unit	Quantity	Unit Price	Cost
801	Flagging			$	$ 18,407.64
802	Additional Work Willow Cr. Br.				11,040.69
803	Transflex Joints				19,726.84
804	Exc & Backfill Soft Spots				1,447.05
805	Rem Sanding Materials				1,683.03
806	Rock Cleanup				3,833.20
807	Readjust Manholes				379.15
808	Rep. Med. Barrier Arlington				845.92
809	Place Selected Rock				805.48
			SUBTOTAL		$ 58,169.00
92001	Striping				$ 3,522.55
92002	RR Constr Engr				156.03
			SUBTOTAL		$ 3,678.58
	GRAND TOTAL DIRECT COST				$2,668,672.73
	ENGINEERING				217,730.25
	LIQUIDATED DAMAGES				(9,150.00)
	TOTAL				$2,877,252.98

S

RECEIVED
DEC 8 1972
FOR FILING

7399

December 8, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $3,400 will be made to E. C. Hall Construction Company, G. L. Compton, J. C. Compton Company and John C. Compton on Contract No. 7399 for work on the Quinton-Arlington and Willow Creek Sections of the Columbia River Highway in Gilliam County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,653,846.15 including the post-final payment. Of the total, $58,169 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

hm

cc E. C. Hall Construction Company
G. L. Compton, J. C. Compton Co.,
and John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
W. E. Schwartz

FOR FILING

7399

cc: C. W. H
G. M. Baldwin
F. B. Klaboe
C. T. Keasey
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund
Vince Gallagher

JAB:fw dps

November 28, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Extension of Time, Contract No. 7399
Quinton-Arlington and Willow Creek Sec.
Columbia River Highway

The Hall-Compton joint venture contractor on the subject section, Contract No. 7399, has requested a 48-1/2 day extension of the contract time because of problems associated with securing illumination poles. The contract included an illumination system at the Arlington Interchange, which was the last work performed. The project was completed in all respects November 19, 1971, with 48-1/2 days liquidated damages accrued at $300 per day or $14,550.

A railroad strike from July 16 to August 3, 1971, delayed shipment of poles and is a valid reason for extending the contract time for the 18 days involved. The other reasons offered by the contractor, relating to equipment problems at the pole manufacturer's plant and delays in securing certain steel materials which led to a re-design of the poles are not believed valid under the specifications for further time extension. The contract time allowed almost a year, which should have been adequate to secure the necessary poles.

This project involved both Corps of Engineers and Federal Highway Administration funding. We now have the concurrence of both agencies in an 18-day extension of the contract time based on the railroad strike delay. This will delete $5,400 in liquidated damages and leave 30-1/2 days or $9,150 in effect. An 18-day extension has been approved on the above basis.

This matter will be on the agenda for concurrence at the December 12 meeting.

RECEIVED
NOV 30 1972
FOR FILIN

7399

November 28, 1972

E. C. Hall Construction Co. and
J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

685

Gentlemen:

Your request for a time extension of 48-1/2 days on Contract No. 7399 for work on the Quinton-Arlington and Willow Creek Section of the Columbia River Highway in Gilliam County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 18 days is granted which will reduce the time liquidated damages on this project.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

cc: C. W. Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
W. E. Schwartz
J. S. Sawyer
V. L. Gallahher

fw dps

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 15, 1972

In reply refer to: 10-35-DA

FROM : C. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-4(21)122 and
I-80N-5(38)146
Quinton-Arlington and Willow Creek Section
Contract No. 7399
Request for Time Extension

11-21-72

From review of the information in Mr. Johnson's October 31 letter, we concur in the 18-day extension based on the railroad strike which delayed shipment of the illumination poles.

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STATE HWY ENGR
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REFER TO
FOR

11-20-72
Al
C L Young

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
NOV 22 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
NOV 21 1972
OFFICE
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FORM E-20 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1972

SUBJECT: Quinton-Arlington and Willow Creek Section
Contract No. 7399
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Hall-Compton has requested a 48-1/2 day extension of time because of late delivery of illumination poles. This request is poorly presented by the contractor, but the Resident's Ju~~ly~~ne 26, 1972 letter summarizes some of the pertinent dates related to the illumination poles.

The 315 calendar workdays allowed in the original contract expired August 27, 1971. At that time, the paving, which was a major item, was complete, but the illumination was only 35 percent complete. The contractor was given the benefit of a stop work order from September 9, 1971 to October 12, 1971 during which no time was charged. The poles and illumination were then completed and the project was considered complete on November 19, 1971 with 48-1/2 days liquidated damages accrued at $300 per day or $14,550.

With 315 days allowed, there would ordinarily have been ample time to acquire the poles. In June, 1971 with over two-thirds of the contract time elapsed, the subcontractor and pole supplier decided to change from an octagonal pole which had been verified for fabrication much earlier to a cylindrical pole. Correspondence from Valmont Industries indicates this was supposed to save time because of expected delay in securing the steel plate stock from which the octagonal poles would have been fabricated. It is not clear why the supplier took from January, 1971 to June 11, 1971 to figure this out. However, having made the decision to change pole types, the supplier got caught up in a railroad strike which delayed shipment of the cylindrical pole steel. The strike actually lasted 18 days (Ju~~ne~~ly 16 to August 3, 1971).

I believe we could seek extension for this time. The 190 days criteria which has recently been used on other jobs for steel pole acquisition probably does not apply here. Even if we use the very latest date for the original pole ordering (January 6, 1971 when pole lengths were verified), 190 days would only run to July 15 which was more than a month before the contract time expired. It took only a little over five weeks to complete the project after the poles were delivered.

We do not believe the late change to the different type poles should be a valid reason for extending the time. I believe the railroad strike time is all that should be recognized.

Rough draft letters to the Federal Highway Administration and Corps of Engineers (which has funding in this project) are attached. We will delay preparing letters to the contractor and the Highway Commission until the response to the aforementioned letters are known.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
SEP 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 18, 1972

SUBJECT: Quinton-Arlington &
Willow Creek
Columbia River Highway
Contract 7399

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

We are submitting Contractors Request for Increase in Number of Workdays on the subject project.

July 16, 1971 = Friday
Aug. 3, 1971 = Tuesday

We have reviewed all the documents submitted by the Contractor and can in all honesty only recommend the time extension for the period of the railroad strike, July 16 through August 3, 1971, of 21 days. This 21 days also includes the weekend following August 3.

= 18 days.

(why? - Has a beginning week end in it anyway.
J.B.

W. E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

ASJ/bv
Attachments

48½
−18
30.

Routing
Keasey — RECEIVED — Pease
Bond — Glenn
JUL 19 1972
Walker — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
June 26, 1972

RDE
JUN [illegible] 1972
RECEIVED
REGIONAL OFFICE

To: W. E. Schwartz
Region Engineer
LaGrande

SUBJECT: Request for Extension of Time
Quinton- Arlington & Willow Cr.
Columbia River Highway
Prefix No. 611-1070
Contract No. 7399

Hall-Compton submitted a request for a 28½-Calendar Workday extension on August 9, 1971. That time extension was denied by the Highway Commission.

Hall-Compton has now submitted a request for an extension of 48½ Calendar Workdays to complete the subject project without assessment of liquidated damages. As previously, the basis for the request is given as railroad strike, anticipated steel strike, and equipment failure.

Attached to the request for an extension of time are several letters from electrical supplier, Valmont Industries, Stating reasons for delays.

A chronology of significant events follows:

1.	June 26, 1970	Contract awarded.
2.	July 1970	Valmont equipment failure (From Valmont letters of 6-11-71 & 6-9-72 it is assumed a cylindrical press and not an octagonal press failed.) Began installing new larger equipment.
3.	Oct. 14, 1970	Octagonal pole drawings submitted for approval.
4.	Dec. 17, 1970	Corrected octagonal pole drawings submitted.
5.	Jan. 6, 1971	Corrected and approved octagonal pole drawings retured to Stillwell-Gerard, subcontractor, with pole lengths verified.
6.	March 31, 1971	Valmont Industries notified Stillwell-Gerard of number of poles of various lengths that would be supplied.
7.	June 11, 1971	Valmont advised Stillwell-Gerard they could not get plate steel for octagonal poles due to steel strike.
8.	June 12, 1971	Valmont sent new drawings for poles of cylindrical cross section.
9.	June 1971	Valmont equipment repaired. (From letters of 6-11-71 & 6-9-71 it is assumed this was the cylindrical press.)
10.	July 7, 1971	Approved cylindrical pole drawings sent to Stillwell-Gerard.
11.	July 16, 1971	Railroad strike began, tying up steel on railroad car in Los Angeles (From Valmont letter of 4-17-72.)
12.	Aug. 3, 1971	Railroad strike ends, releasing steel.

Not counted

13. Sept. 9, 1971 Stop Work Order issued when Stillwell-Gerard finished putting in guardrail. Awaiting delivery of luminaire poles.

14. Oct. 12, 1971 Poles delivered to job. Calendar Workday Count resumed.

15. Nov. 19, 1971 Calendar Workday Count stopped when all work was essentially completed.

Original plans called for octagonal luminaire poles. It appears Valmont's press for building this shape poles was operational at all times. The problem was getting plate steel for use in it. The press for making cylindrical poles was down for almost a year until mid June 1971. In early June 1971 Valmont submitted drawings for the cylindrical poles and it appears coil stock steel was ordered for them. This material was loaded on railroad car at Los Angeles, but was caught there by railroad strike lasting from July 16, through August 3, 1971. The steel probably arrived at Valmont in mid or late August. At the end of September the poles had been made and were delivered to the jobsite on October 12. The subcontractor had them finished on November 19, 1971.

Valmont's June 9, 1972, letter suggests they would have been ready to make the cylindrical poles on June 25, 1971, had the steel been available. (Note that approved cylindrical pole drawings were not sent back to subcontractor until July 7, 1971.) This same letter suggests steel was delivered on August 27, 1971. A 63 day delay. If the pole delivery date was moved up by this number of days it would be August 10, 1971. After the poles were delivered, it took Stillwell-Gerard 39 days to install them. Contract time expired at noon on August 28, 1971. Adding 39 days to the delivery date (with 4 extra days allowed due to shutdown order over Labor Day Holiday weekend) the project could have been finished on September 22, 1971.

If consideration is allowed for assumed delay in delivery of materials for cylindrical poles, from June 25 to August 27, 1971, then no more than a 27-day extension should be granted and 21½ days of Liquidated Damages should still be assessed.

J. S. Sawyer

J. S. Sawyer
Resident Engineer

JSS:ELC:fjh

Encls.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

5-11-72

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7399 Contractor E. C. Hall Construction Co., G L Compton, J. C. Compton Co., & John C. Compton

Highway Columbia River

Section Quinton - Arlington & Willow Creek

Kind of Work Grading, Paving, Signing, & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

See attached letter

Recommend 18-day extension for railroad strike which delayed shipment of illumination poles (July 16 to August 3, 1971).

Recommended for Approval:

Alfred Stanley &
Engineer
Reg Const

Admin.
Construction Engineer or
Bridge Engineer

A. E. Johnson
acting deputy
State Highway Engineer

Contract No. 7399

Project designation I-80N-4(21)122
I-80N-5(38)146
-Federal

Date awarded June 26, 1970

Work started July 1, 1970

Per cent completed 100% November 19, 1971
Date

No. of Calendar Workdays Allowed 315

No. of Calendar Workdays Used 363.5

No. of Added Calendar Workdays Requested 48.5

SP[illegible]

E-326 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 11, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 315 days to 363½ days, within which to complete our Contract No. 7399, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

XX Hall-Compton
Contractor

By

CONSENT OF SURETY

Date May 15, 1972

We, Seaboard Surety Company and United Pacific Insurance Company, as sureties ~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
By Edw. I. Broz
Edw. I. Broz, Attorney-in-fact

UNITED PACIFIC INSURANCE COMPANY
By Edw. I. Broz
Edw. I. Broz, Attorney-in-Fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1929 Georgia Pacific Building
Portland, Oregon
By Ethel Wolf
Resident Agents For Oregon

RECEIVED
1 - 1972
FOR FILING

7399

October 31, 1972

642

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Quinton-Arlington and Willow Creek Section
Oregon Projects I-80N-4(21)122 and
I-80N-5(38)146
Contract No. 7399
Request for Time Extension

We request your reconsideration of our earlier request made under date of September 29 for concurrence in an 18-day time extension because of a railroad strike which delayed shipment of illumination poles. To further substantiate this request, we attach copies of six different letters dated between June 11, 1971 and June 14, 1972. These were provided by the contractor with his request for the extension. You will note these letters are between the pole manufacturer, the suppliers, and subcontractor, and go into more detail as to the circumstances relating to the pole manufacture and delivery.

We assume you accept the fact that a railroad strike did occur, although we have no independent evidence of it other than the dates shown in the June 9, 1972 letter. Admittedly, the contractor could probably have secured the poles by ordering earlier or perhaps ordering from a different supplier, but these are decisions which are entirely in his hands. In making these decisions, we do believe he has the right to expect us to respond according to the contract specifications. Had the strike occurred when only illumination work was left to do, the time would have been eligible for outright exclusion and never counted at all under terms of 108.08(b). Of course, the strike time was counted as there was other work going on on the project during that interval of time and the illumination was only a minor segment of the work yet to be accomplished.

In considering adjustment of the contract time under 108.09 as we are now concerned, causes beyond the control of the contractor can be accepted as valid for justifying extension to the extent that they actually affected the time necessary for the completion of the work. It seems reasonable from the information submitted that the railroad strike did in fact actually affect the time necessary to complete the illumination and therefore the contract. Hence, our concurrence with the request on this point. The Corps of Engineers has formally concurred in an 18-day extension.

We ask your reconsideration of this matter and your concurrence in an 18-day extension.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher (enc.)
W. E. Schwartz "

JAB:fw ja

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1972

SUBJECT: Assignment 642-AEJ
Quinton-Arlington & Willow Creek Section
Contract No. 7399
Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

A. Bond

FROM:
John A. Bond
Construction Administration Engineer

FHWA has not concurred in our request for an 18-day extension on the subject project. I had already discussed this with Mr. Valach before their rejection letter was sent over. At the time of this discussion, we already had approval back from the Corps of Engineers and I specifically advised him of it.

Since getting your assignment, I have recently discussed this extension further with Assistant Area Engineer Pat O'Neil. I have no commitment from him, but they are willing to re-examine the matter if we send over another request to them. A rough draft letter for this purpose is attached.

JAB:fw
Attach.

RECEIVED
OCT 30 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 17, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-4(21)122 and I-80N-5(38)146
Quinton-Arlington and Willow Creek Section
Request for Time Extension

John Bond - Draft
10-19-72

From review of information in Mr. Johnson's September 29 letter, we do not believe adequate support has been presented to warrant Federal-aid funds participation in an 18-day time extension.

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STATE HWY ENGR
OCT 18 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-19-72
al

cy Gallagher
Schwartz
10-31-72

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
OCT 20 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

7349

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

STILLWELL-GERARD
CONSTRUCTION CO.

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P.O. BOX 186
BELLEVUE, WASH. 98004
SH 7-2900

June 14, 1972

Mr. J. S. Sawyer, R.E.
Oregon State Highway Department
P.O. Box 420 - Seufert Park Road
The Dalles, Oregon 97085

Quinton-Arlington and Willow
Creek, Contract 7399 (J0389)

Gentlemen:

We have attached a letter dated June 9, 1972 from Valmont Industries outlining the events and datas which caused the late delivery of luminaire poles to the job site.

Our request for an increase in number of work days is being held at your office pending receipt of the above information.

If we can be of further assistance, please contact us.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION COMPANY

Donald S. Gerard

Donald S. Gerard, Partner

DSG/ps

Enclosures

cc: J. C. Compton Company

RECEIVED
JUN 14 1972
J. S. SAWYER

Don Gerard

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[illegible]

June 9, 1972

Mr. Lloyd Mc Bride, Manager
Platt Electric Supply, Inc.
2757 - 6th Avenue - South
Seattle, Washington 98134

Subject: Platt # S-20329-GW-2
Valmont # 42348
State of Washington Contract # 7399 (J-0309)

Dear Mr. McBride:

Stillwell-Gerard Construction Company has asked for the specific dates of the events as outlined in my letter of April 17, 1972 - (copy attached). Below is the information requested in their letter of June 5, 1972.

1. Anticipated steel strike - The strike was called for August 1, 1972. Steel fabricators began having material acquisition problems in June. This became an acute problem in July. When the strike was averted, the mills continued to ship the June and July backlog. By the end of August, shipments were back to "normal" -- 4 to 6 weeks lead time. Specific dates are best isolated as June 25 to August 27.

2. Rail strike - The actual dates of the strike were July 16 through August 3; however, these dates are misleading. The effect of the strike generally was felt from early July to Mid-August. Though it is impossible to place actual dates on the delay, it would be well to keep in mind that immediately before and after the strike, perishable items took priority. Naturally, our material was a secondary item for shipment.

3. Valmont equipment failure - Our manufacturing equipment failed in July of 1970. Its capacity was limited to an 8" Base x 30' long tube. In late July, we began tooling for new equipment. After an expenditure in excess of $2,000,000 and 11 months of labor, we began producing the tubes for this project.

RECEIVED
JUN 14 1972
J. S. SAWYER

Mr. McBride . . . . though Item # 3 above may not constitute a legitimate cause for a time extension, some consideration should be given. It was a failure beyond our control and could well be considered under the provision for "an act of God".

If any additional information is required --- please let me know as soon as possible.

Sincerely,

VALMONT INDUSTRIES, INC.

H. A. Smith
Agency Sales Manager
Lighting Standards Division

HAS:lp
cc: George Roth
Don Gerard✓
Valmont # 42348-70

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
SH 7-2766

April 27, 1972

J. C. Compton Company
P.O. Box 86
McMinnville, Oregon 97128

Quinton-Arlington & Willow
Creek, Contract 7399 (J-0389)

Gentlemen:

I am submitting a copy of a letter from Valmont Industries to Platt Electric Supply in regards to a late pole delivery. The letter is self explanatory.

The supplier did have problems beyond their control and hopefully, the State will recognize their problem and reconsider their position on a time extension.

Please submit to the State and request a reconsideration on liquidated damages.

If there are further questions, please contact me.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION COMPANY

Donald S Gerard

Donald S. Gerard, Partner

DSG/bd

Enclosures

J.C. COMPTON CO.
RECEIVED
APR 23 1972
Read
By ____

VALMONT®

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2201

RECEIVED
APR 27 1972
GENERAL SERVICE ELECTRIC, INC.

April 17, 1972
File Ref: 142.05

Mr. Lloyd McBride
Platt Electric Supply
2757 6th Avenue - South
Seattle, Washington 98108

Subject: Platt # S-20329-GW-2
Valmont # 42348
State of Washington - Contract # 7399 (J-0389)

Dear Mr. McBride:

Don Gerard has asked Valmont if there were any extenuating circumstances that led to the October delivery of our material on the above project. Valmont feels that there were three major factors.

1. Anticipated steel strike - Though no actual strike took place, many mills---in anticipation---were running tonnage that would allow them to handle their major customers. We were able to get good delivery on stock material. However, special steel, such as required by the State of Oregon, was not readily available.

2. Rail Strike - The raw material was loaded on a rail car just prior to the strike. It was not possible to have the material released for other transport. Even when the strike ended, due to start-up delays, the steel delivery was delayed.

3. Valmont equipment failure - We installed new equipment in our factory with anticipated start-up in January of 1970. We began producing tapered tubes in February. In July the equipment, which seemed to have a "self-destruct" cycle, failed. We were unable to produce the tubes necessary for this project until June of 1971. Because of start-up "bugs" we were unable to finish the order until September.

It is obvious that the items mentioned were certainly beyond our control. Each by itself might not constitute a major delay but combined they became a major obstacle.

If you need any additional information, please contact me.

Best regards,

VALMONT INDUSTRIES, INC.

H Smith/RLS
H. A. Smith
Agency Sales Manager
Lighting Standards Division

HAS:lp
cc: George Roth
Order Jacket

Gayl = weeks Platt Seal

VALMONT®

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2201

July 27, 1971
File Ref: 142.02

Mr. George Roth
George M. Roth Company
1111 S. E. Grand Avenue
Portland, Oregon 97214

Subject: Oregon State Highway Orders
Valmont 42347, 42348, 40044, 42125, 43512, 40459, 41046, 41417

[illegible] A-1 Emigrant Hill Knowles Creek Myrtle Creek

Dear George:

As you will recall, the steel for the above orders was scheduled to be delivered at Valmont on July 16, 1971. The steel mill advised us today that it is still in Los Angeles and, due to the rail strike, they can't say when it will ship. They are trying to line up truck transportation to Valley, but as yet haven't been able to.

George, I realize that this is rather incomplete information. However, until the mill advises of the routing, it appears that we will be faced with delivery extensions. We will keep you advised, but please inform your customers of the situation.

Sincerely,

VALMONT INDUSTRIES, INC.

H. A. Smith

H. A. Smith
Agency Sales Manager
Lighting Standards Division

HS:lp
cc: Roger Wright
Leroy Humphrey
Valmont order files

JUN 14 1971
GENERAL SERVICE ELECTRIC, INC.

VALMONT

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2201

June 11, 1971
File Ref: 142.05

Mr. Donald S. Gerard
Stillwell-Gerard Construction Company
P.O. Box 1435
Bellevue, Washington 98005

Subject: State of Oregon Projects: Contract 7399,
Contract 7337 and Emigrant Hill Scale House

Dear Mr. Gerard:

Thank you for taking time from your schedule to come to Valley to see our plant. As I explained to you during your visit, we will not be able to deliver the poles on the above projects as early as you would have liked. One of the main reasons is the unavailability of the particular steel that would be required to make the octagonal shaft. Hopefully, the information below will further explain the situation.

Originally, we were to build the pole shafts on our press brake equipment. This would result in an octagonal shaft fabricated from plate material. Though we would rather have manufactured the poles from coil stock on our cylindrical equipment, we were not going to have the necessary shear-line in operation until late fall. Naturally, we submitted on the octagonal design.

Anticipating a major steel strike late this summer, Valmont had reserved tonnage with several steel mills. When the approved prints and shaft length verifications were received here at Valmont, we contacted our steel vendors for delivery information. We were advised that on plate material---due to the many fabricators using this type of material---the best shipment would be the end of September with no guarantee, but on coil stock we could get delivery the end of July. These lead times have changed from 4 - 6 weeks to as much as 10 - 12 weeks.

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JUN 17 1971
J. S. SAWYER

At this point, our industrial engineering group was asked to expedite the manufacture and installation of the new shearline. They are now forecasting availability by July 30, 1971. We are preparing new drawings with the round tapered shaft and will have them out the end of this week. In anticipation of acceptance of this design, we are proceeding with the production prints and ordering the necessary coil stock. With the shearline running by July 31, 1971 and the steel scheduled for delivery by that date, we will not be able to ship before early August.

With the anticipated steel strike, our vendors' lead times on the special quality stock needed has more than doubled since January. Trying to estimate steel availability with lead times changing on a day to day basis has posed some problems in scheduling. Don, in view of the problems in getting the necessary steel, I think it would be wise to seek job extensions. If you need any information from me, please call.

Best regards,

VALMONT INDUSTRIES, INC.

H. A. Smith
Agency Sales Manager
Lighting Standards Division

HS:lp
cc: Platt Electric
George Roth
Valmont #'s 42347
42348
40044

[illegible]
OCT 17 1972
FOR FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NOTED
A. E. JOHNSON

NPWCO-CA

7399

11 October 1972

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project - Delay in Delivery
of Luminaire Poles - Arlington,
OSHD Contract 7399

RECEIVED
STATE HWY ENG
OCT 13 72
REFER TO
[illegible]
F.
Info | Inves | R/D | P/R

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, OR 97310

[illegible] 10-16-72

Dear Mr. Baldwin:

Reference is made to your letter dated 29 September 1972, FAP Nos. I-80N-4(21)122 and I-80N-5(38)146, requesting approval of 18 days' time extension due to effects of a railroad strike on your Contract No. 7399.

The 18 days' time extension is hereby approved. The approval is based on your outline of events which caused a delay in delivery of Luminaire poles and section 108 Paragraph 108.08 (b) (2) of the 1970 Oregon State Highway Commission Standard Specifications for Highway Construction.

Sincerely yours,

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
Contracting Officer

CF:
Mr. J. S. Sawyer

10-16-72
al

RECEIVED
OCT 13 '72
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 29 1972
FOR FILING

7399

September 29, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Quinton-Arlington and Willow Creek Sections
Request for Time Extension
Oregon Projects No. I-80N-4(21)122
No. I-80N-5(38)146

The prime contractor has requested a 48½-day extension of time because of late delivery of illumination poles.

The 315 calendar workdays allowed in the original contract expired August 27, 1971. At that time, the paving (which was a major item) was complete but the illumination was only 35 percent complete. The contractor was given the benefit of a stop work order from September 9 to October 12, 1971, during which no time was charged awaiting pole delivery. Following that, the poles and illumination were completed and the overall project was considered complete on November 19, 1971 with 48½ days liquidated damages accrued at $300 per day or $14,550.

With 315 days allowed, there would ordinarily have been ample time to acquire the poles. In June, 1971 with over two-thirds of the contract time elapsed, the subcontractor and pole supplier decided to change to a cylindrical pole from an octagonal pole which had been verified for fabrication much earlier on January 6, 1971. Correspondence from Valmont Industries, the supplier, indicates this was supposed to save time because of expected delay in securing the steel plate stock from which the octagonal poles would have been fabricated. It is not clear why the supplier took from January, 1971 to June 11, 1971 to make this decision. However, having made the decision to change pole types, the supplier then got caught up in a railroad strike which delayed shipment of the cylindrical pole steel. The strike actually lasted 18 days (June 16 to August 3, 1971).

We seek your concurrence in time extension for only the 18 days involved in the strike. This would delete $5,400 in liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

JAB:fw: ajw

RECEIVED
SEP 20 1972

FOR FILING

7399

September 29, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Request for Time Extension
Quinton-Arlington and
Willow Creek Sections
Oregon Projects No. I-80N-4(21)122
and I-80N-5(38)146
Contract No. 7399

The prime contractor has requested a 48½-day extension of time because of late delivery of illumination poles.

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Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

JAB:fw ja

RECEIVED
JUL 28 1972
FOR FILING

7399

July 26, 1972

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway

Your letters dated April 6 and June 23, 1972 regarding distribution of costs and charges under Contract Nos. 7273 and 7399 have been referred to me for review and reply.

I find that the agreed upon method for splitting the obligations between the State and Corps of Engineers was not adhered to in the previous billings.

We have thoroughly reviewed the contract documents and enclosed is a revised listing of Corps of Engineers' obligations for each contract based on the field construction records. Also enclosed is an explanation of the overruns and underruns.

Please review this information and if you approve of the Corps of Engineers' obligation as indicated, let us know and revised billings will be prepared. However, if there is a difference of opinion we will be happy to arrange a meeting at your convenience.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

DEK:ESH:jp:jf
Enclosures
bc:
George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
C. T. Keasey
Vern Skoog
V. D. Wolfe

QUINTON-ARLINGTON AND WILLOW CREEK SECTION
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 7399

Explanation of overruns and underruns of Corps of Engineers' obligations on Contract No. 7399 as shown on the attached summary sheet.

Item 7 - Excavate Existing Surfacing

Final remeasure notes document the quantity of this item. More of the existing surfacing had to be removed than was originally estimated and this item overran.

Item 11 - Watering

The quantities were not split by the field personnel as was agreed upon with the Corps of Engineers before award of the contract. There is no way now of correctly segregating these quantities, therefore, it was felt that the best method of splitting the final construction quantities would be to use the same proportions that were used on the original estimate. See Sheet "B" attached for revised computations. These computations indicate an overrun in the Corps of Engineers obligation, as well as on the entire project, which was due to additional water needed to obtain proper compaction and for control of a dust problem.

Item 12 - 1"-0 Aggregate Base

Again the quantities were not split correctly and there is no way to do so. This item has been split by using the same proportions that were used on the original estimate. See Sheet "B" attached for revised computations. This computation shows a slight underrun.

Item 13 - Class "B" Asphaltic Concrete Mixture

Under Modification No. 5 to Contract No. DA-45-164-CIVENG-61-103, it was determined that the Corps of Engineers would pay for their obligation of the shoulder area based on a fixed amount arrived at by an agreed quantity and price for an 0-11 oil mat. The field personnel did not follow this agreement. Since the actual quantities have not been properly split and there is no way to correctly split them now, a method has been used that we feel is reasonable. See Sheets "B" and "B1" attached for method and computations used to determine the Corps of Engineers obligation. This item shows an underrun.

Item 14 - Asphalt Cement in Mixture

This item was also incorrectly split and is the same as for Item 13. See Sheet "B1" attached for the method and computations used to determine the Corps of Engineers obligation for this item. This item shows an underrun.

Item 15 - Asphalt in Tack Coat

The quantities for this item were not split correctly. Some of the tack coat that was placed on the shoulders was shown as a Corps of Engineers obligation and all of this shoulder tack coat should have been a State obligation. There is now no way to correctly split these quantities so the same proportions were used to split the construction quantities as was used on the original estimate. See Sheet "B1" attached for revised computations. The tack coat shots were heavier than anticipated to obtain the proper bond. This item shows an overrun.

Item 51 - Adjusting Manholes

Final construction notes which document this item indicate an underrun.

Item 52 - Adjusting Boxes

Final construction notes which document this item indicate an underrun.

Item 62 - Type "A" and "B" Signs in Place

This item shows an overrun due to difference in the measurement of the sign area.

Item 63 - Type "C", "D" and "R" Signs in Place

This item shows an underrun due to difference in the measurement of the sign area.

Item 64 - Type "E", "F", "G" and "M" Signs in Place

This item shows an overrun due to difference in the measurement of the sign area.

Item 65 - Type "V" Signs in Place

This item shows an overrun due to difference in the measurement of the sign area.

Price Agreement 17 - Penalty for Non Specification Class "B" Asphaltic Concrete Mixture

This item shows as a credit. See Sheet "B2" attached for method and computations used to determine Corps of Engineers obligation.

Price Agreement 18 - Price Reduction for Failing Compaction on Class "B" Asphaltic Concrete

This item shows as a credit. See Sheet "B2" attached for method and computations used to determine Corps of Engineers obligation.

Order for Extra Work 1 - Flagging

This item was an anticipated item on the original estimate and underran the cost as originally shown.

Order for Extra Work 2 - Additional Work (Willow Creek Bridge)

This item was approved and accepted by the Corps of Engineers' letter dated March 6, 1971. This item shows a slight overrun.

State Force Order 1 - Striping

This item was an anticipated item on the original estimate and underran the cost as originally shown.

Engineering

See Sheet "B3" attached for method and computations used to determine Corps of Engineers obligation.

Form 2-13

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Quinton, Arlington & Willow Creek   March 1972

Columbia River Highway   Sheet "B"

Computations for Corps of Eng'rs share of surfacing Items that were incorrectly split by field office.

Item #11 Watering

Original Corps of Eng'rs Share 421 M-Gal. / Original Total estimate 1,168 M-Gal. = *36.045%

Actual Total Construction Quantities = 2405.80 M-Gal

X *36.045%

Corps of Eng'rs Share 867. M-Gal

Item #12 1"-0 Aggregate Base

Original Corps of Eng'rs Share 25,958 Tons / Original Total Estimate 71,858 Tons = *36.124%

Actual Total Construction Quantities = 67,310.22 Tons

x *36.124%

Corps of Eng'rs Share 24,315 Tons

Item #13 Class "B" Asphaltic Concrete Mixture

Original Total Estimate = 233,111 Tons

Original Patching Estimate = -19,154 Tons

Net = 213,957 Tons

Original Corps of Eng'rs. share = 145,942 Tons

Original Corps of Eng'rs Patching = 15,586 Tons

Net 130,356 Tons

Corps of Engrs. Share of Net = 130,356 Tons ÷ 213,957 tons = *60.926%

Form E-40

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

Sheet "B1"

Class "B" Asphaltic Concrete Mixture (continued)

Actual total Construction Quantities = 223,129.160
Actual Total Patching from weight tickets = 21,503.405
Actual Net Quantity = ⊕201,625.755

Corps of Engineers Share of construction quantities
⊕201,625.755 Tons x *60.926% = 122,842.507 Tons = C. of E. share of Net Quantities
Corps of Engr's share of Patching from weight tickets = +15,878.730
Total Corps of Engr's Share = 138,721.24 Tons

Item #14 Asphalt Cement in Mixture
Total Asphalt Cement in Mixture 14,628.38 tons
Total Asphaltic Concrete Mixture ÷ 223,129.16 Tons = 6.556%
138,721.24 Tons x 6.5560% (factor from surfacing sheet = 9,094.56 Tons

Item #15 Asphalt in Tack Coat
Original Corps of Engr's Share = 106 Tons
Original Total Estimate = 187 Tons = *56.68%

Actual Total Construction Quantities = 281.26 Tons
* 56.68%
Corps of Engr's Share 159.42 Tons

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Quinton-Arlington & Willow Creek
Columbia River Highway

Sheet B^{2}

Computations for Price Agreements #17 & #18

Price Agreement #17

Penalty for Non specification Cl. "B" Asph. Conc.

Total Penalty = $5,520.82
C of E share *62.17 %

Corps of Engr Cost. $3,432.29

% of responsibility computations (See Item # 13)
Total Asph. Concrete = $223,129^{16}$ Tons
Total C of E Obligation = $138,721^{24}$ Tons

$138,721^{24} \div 223,129^{16} = {}^{*}62.17\%$

Price Areement #18

Price Reduction for failing compaction on Cl. "B" A.C.

Total Reduction $$145^{33}$
C of E share *62.17%

Corps of Engr's Share $90.35

Form E-6

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Quinton - Arlington & Willow Creek
Columbia River Highway

Sheet "B³"

Cost split Computations

Engineering (7-14-72)

Payments to Contractor	$2,664,994.15
Liquidated damages	- 14,550.00
State Force Orders	3678.58
Net Total	$2,654,122.73

Total Engineering costs = $217,625.33

$217,625.33 ÷ $2,654,122.73 = 8.20%

Form 2-1[illegible]

OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

Quinton - Arlington & Willow Creek.
Columbia River Highway
Item Summary

				Items of Corps Involveme			
				Original Estimate		Actual Cons	
No.	Item	Unit	Unit Price	Quantity	Cost	Quantity	C
1	Furnishing Field Lab. Bldg.	Each	All	1	1,000^{00}	1	10
2	Railroad Protective Costs	Lump sum	All	-	1200^{00}	-	12
3	Temp. Prot. & Dir. of Traffic.	Lump sum	All	—	40,000^{00}	-	40,0
7	Excavate Existing Surf.	Squ. Yd	0^{40}	14,251	5,700^{40}	15,030.9	60
11	Watering	M-Gal	3^{00}	1,168	3,504^{00}	2405^{80}	7,2
12	1"-0 Aggregate Base	Ton	2^{50}	71,858	179645^{00}	67,310^{22}	168
13	Class "B" Asphalt Conc. Mix	Ton	4^{60}	233,111	1,072,310.60	223,129^{16}	1,02
14	Asphalt Cement in Mix.	Ton	30^{00}	15,115	453,450^{00}	14,628^{38}	438
15	Asphalt in Tack Coat	Ton	60^{00}	187	11,220^{00}	281.^{26}	16,8
44	6 Foot Chainlink Fence w/ Bck. Ck.	Lin ft	4^{50}	682	3,069^{00}	620	2,
51	Adjusting Manholes	Each	225^{00}	14	3,150^{00}	13	2
52	Adjusting Boxes	Each	50^{00}	14	700^{00}	13	6
57	Revise Willow Cr. Br. W-Bound	lump sum	All	—	30,000^{00}	-	30,
58	Remove Existing Sign Instl	lump sum	All	-	2,000^{00}	-	2,
59	Painted Wood Sign Posts	lump sum	All	-	3,200^{00}	-	3,
60	Sign Support Footings	lump sum	All	-	12,000^{00}	-	12,
61	Metal Sign Structures	lump sum	All	-	35,000^{00}	-	35,
62	Type "A" & "B" Signs in Place	Sq. Ft.	7.00	4436.25	31053^{75}	4436.8	31,0
63	Type "C" "D" & "R" Signs in Place	Sq Ft	4^{10}	1,191,^{24}	4,884^{08}	1191^{20}	4,
64	Type "E" "F" "G" & "M" Signs in Place	Sq Ft	4^{70}	357^{70}	1,681^{19}	358^{6}	1,6
65	Type "V" Signs in Place	Sq Ft	7^{75}	46^{32}	358^{98}	46^{4}	3
66	Thermoplastic Pvm't Mark	Each	90^{00}	8	720^{00}	8	7
					1,895,847^{00}		1,8

SHEET 1 OF 3 SHEETS

olvement al Constructed			Corps of Engineers Share: Original Estimate		Actual Construction				
antity	Cost	overrun or underrun	Quantity	Cost	Quantity	Cost	Overrun or Underrun		
1	1000^{00}	–	–	772^{00}	–	772^{00}	–		
–	1200^{00}	–	–	1200^{00}	–	1200^{00}	–		
–	$40,000^{00}$	–	–	$31,360^{00}$	–	$31,360^{00}$	–		
30.9	6012^{36}	$+311^{96}$	12,393	4957^{20}	13,697.6	5479^{04}	$+521^{84}$	Quantity Increase	
05^{80}	$7,217^{40}$	$+3713^{40}$	421	$1,263^{00}$	867	2601^{00}	$+1338^{00}$	(ch)	
310^{22}	$168,275^{56}$	$-11,369^{44}$	25,958	$64,895^{00}$	24,315	$60,787.^{50}$	$-4,107.^{50}$	(ch)	
129^{16}	$1,076,394^{12}$	$-45,916.^{48}$	145,942	$671,333^{20}$	138,721.24	$638,117^{70}$	$-33,215^{50}$	(ch)	
28^{78}	$438,851^{34}$	$-14,598^{66}$	9,457	$283,710^{00}$	9,094.56	$272,836^{80}$	$-10,873^{20}$	(ch)	
.26	$16,875^{78}$	$+5655^{78}$	106	$6,360^{00}$	159.42	$9,565^{20}$	$+3205^{20}$	(ch)	
0	$2,790^{00}$	-279^{00}	–	–	–	–	–		
3	2925^{00}	-225^{00}	14	$3,150^{00}$	13	2925^{00}	-225^{00}		
3	650^{00}	-50^{00}	14	700^{00}	13	650^{00}	-50^{00}		
	$30,000^{00}$	–	–	$30,000^{00}$	–	$30,000^{00}$	–		
	$2,000^{00}$	–	–	1720^{00}	–	$1,720^{00}$	–		
–	$3,200^{00}$	–	–	2368^{00}	–	$2,368^{00}$	–		
–	$12,000^{00}$	–	–	$10,320^{00}$	–	$10,320^{00}$	–		
	$35,000^{00}$	–	–	$31,150^{00}$	–	$31,150^{00}$	–		
36.8	$31,057^{60}$	$+3^{85}$	$3,987^{75}$	$27,914^{25}$	$3,988^{3}$	$22,918^{10}$	$+3^{85}$		
1^{20}	$4,883^{92}$	-0^{16}	830^{24}	$3,403^{98}$	825^{80}	$3,385^{78}$	-18^{20}		
58^{6}	$1,685^{42}$	$+4^{23}$	316^{45}	$1,487^{31}$	317^{1}	$1,490^{37}$	$+3^{06}$		
16^{4}	359^{60}	$+0^{62}$	40^{69}	315^{35}	40^{8}	316^{20}	$+0^{85}$		
8	720^{00}	–	6	540^{00}	6	540^{00}	–		
	$1,833,098^{10}$	$-62,748^{90}$		$1,178,919^{29}$		* $1,135,502^{69}$	$-43,416^{60}$		

Form E-14

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Quinton - Arlington & Willow Creek.

Columbia River Highway Item Summary

				Items of Corps Involvem			
				Original Estimate		Actual Constr	
Item #	Item	Unit	Unit Price	Quantity	Cost	Quantity	Co
	Price Agreements						
31701	Penalty Non. Spec. Cl. "B" A.C.	Lump Sum	All			All	-5
31801	Price reduction for failing Compaction on Cl. "B" A.C.	Lump Sum	All			All	-1
	Orders for Exta work						
801	Flagging	Anticipated item			23,100.00		18,
802	Addition Work Willow Cr. Bridge	E.W.O. #2 Appr. Sept 16, '70 (#5520) E.W.O. #2 Suppl. #1 May 6, '71 (#5480)			11,000.00		11,0
	State force Orders						
92001	Striping	Anticipated Item			7,500.00		35
	Page Totals				$41,600.00		$27
	Summary of costs				1,937,447.00		1,86
	Engineering Costs						152
	Total Construction Costs						$2,01

SHEET 2 OF 3 SHEETS

volvement al Construction			Corps of Engineers Share						
			Original Estimate		Actual Estimate				
antity	Cost	Overruns or Underruns	Quantity	Cost	Quantity	Cost	Overruns or Underruns		
ll	-5,520^{82}	-5520^{82}			All	-3432^{39}	-3432^{39}	See Sheet "B^{2}"	
l	-145^{33}	-145^{33}			All	- 90^{35}	- 90^{35}	See Sheet "B^{2}"	
	18,407^{64}	-4692^{36}		17,833^{20}		12,579^{14}	-5254^{06}		
	11,040^{69}	+40^{69}		11,000^{00}		11,040^{69}	+40^{69}		
	3523^{14}	-3976^{86}		5790^{00}		2719^{86}	-3070^{14}		
	# 27305^{32}	-14,294^{68}		34,623^{20}		22,816^{95}	-11,806^{25}		
	1,860,403^{42}	77,043^{58}		1,213,542^{49}		1158,319^{64}	-55,222^{85}		
	152,553^{28}					94,982^{21}			
	# 2,012,956^{52}					# 1,253,301^{85}			

Form E-145

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Quinton - Arlington & Willow Creek
Columbia River Highway
Item Summary

				Items of Corps Involve			
				Original Estimate		Actual Cons	
No.	Item	Unit	Unit Price	Quantity	Cost	Quantity	C
	Additional Items as per Agreement						
	Stone Leveling Course	Ton	$2^{\underline{50}}$				
	Watering	M-Gal	$3^{\underline{00}}$				
	3/4" 0 Agg in Prime Coat	Cu Yd	$5^{\underline{50}}$				
	R.C. 250 Asphalt in P.C.	Ton	$55^{\underline{00}}$				
	120 - 150 Asphalt in A.M.	Ton	$55^{\underline{00}}$				
	RS-2 Asph in Asph Macadam	Ton	$60^{\underline{00}}$				
	Aggregate in Asph Macadam	Cu Yd	$5^{\underline{50}}$				
	Raising Guard Rail	Lin Ft	$1^{\underline{75}}$				
	Raising Median Barrier	Lin Ft	$2^{\underline{55}}$				
	Raising Guard Rail Beam Only	Lin Ft	$0^{\underline{60}}$				
				Subtotal			
				12½ % Engr. & C			
	Total Corps of Engineers Costs for addit. Items as p						
	Total Corps of Engineers share of Contract Costs						
	Total Corps of Engineers Costs						

SHEET 3 OF 3 SHEETS

Involvement			Corps of Engineers Share						
tual Constructed			Original Estimate		Actual Constructed				
antity	Cost	Over run or under run	Quantity	Cost	Quantity	Cost	Over run or Under run		
			29,319	73,297^{50}		73,297^{50}			
			479	1,437^{00}		1,437^{00}			
			1617	8,893^{50}		8,893^{50}			
			293	16,115^{00}		16,115^{00}			
			796	43,780^{00}		43,780^{00}			
			222	13,320^{00}		13,320^{00}			
			10,586	58,223^{00}		58,223^{00}			
			75,606	132,310^{50}		132,310^{50}			
			27,190	69,331^{50}		69,331^{50}			
			4,125	2,475^{00}		2,475^{00}			
				419,186^{00}		419,186^{00}			
ng'r. & Contingencies				52,398^{25}		52,398^{25}			
ms as per Agreement				471,584^{25}		471,584^{25}			
Costs (from pg. 2)						1,253,301^{85}			
						\# 1,724,886^{10}			

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

23 June 1972

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

K

Rowing
RECEIVED
JUN 29 1972
CONSTRUCTION SECTION
Walker
Johnson
Pease
Glenn
Litchfield
Berg

Dear Mr. Porter:

Reference is made to my letter dated 6 April 1972 which requested justification and documentation for the sizeable quantity overruns and apparent lack of proper distribution of costs and charges under your Contract No. 7399.

Further reference is made to your Invoices Nos. 107213, 108302, 108578, and 107587, which have been submitted for payment as follows:

Billing No. 108578 (Guardrail and Fence Work ✓ in Boardman Area)	$ 10,024.02	P.A.
Billing No. 107587 (Extra Maintenance for 1st, 2nd, and 3rd Quarters 1971)	769.71	S.F.
Billing No. 108302 (Extra Maintenance for 4th Quarter 1971)	476.33	S.F.
Billing No. 107213 (Contract No. 7399 Progress Billing No. 9) 7399 Quinton-Arlington Willow Creek Ar.	170,016.41	57 items
Total	$181,286.47	

I am very concerned that you have not replied to my letter. Since there is a large sum of money involved, it is in the best interest of the Oregon State Highway Division and the Government to resolve this matter

FBA
R/d

Keasey
R/D phone
EOR

as soon as practicable. In the meantime, I must remind you that no further payment on these or other invoices may be allowed until the quantity overruns are resolved.

To expedite this matter, it is suggested that members of your staff and mine meet to resolve the problem. If you are in agreement, it is requested that you suggest an appropriate time and place for the meeting.

Your prompt attention and reply will be greatly appreciated.

Sincerely yours,

Bertram Hoare
BERTRAM W. HOARE
Authorized Representative
of the Contracting Officer

RECEIVED
JUN 26 1972
[illegible] OF
[illegible] ENGINEER

RECEIVED
FOR FILING

Claim 4674

FILED
MAY 22 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-24-72 kl

1859

**OREGON STATE
HIGHWAY DIVISION**

[illegible]

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 19, 1972

RECEIVED
MAY 22 9 22 AM '72
CL... ...ERS
SECRETARY OF STATE

Flatt Electric Supply, Inc.
1305 N. W. Davis Street
Portland, Oregon 97209

Attention: M. Holtzmen

Gentlemen:

This is to acknowledge receipt of your letter of May 15 advising us that General Service Electric Company owes you for material in the amount of $10,500.

This appears to be in connection with the E. C. Hall Construction Company, G. L. Compton, J. C. Compton Co., and John C. Compton Contract No. 7399 for work on the Quinton-Arlington and Willow Creek Section of the Columbia River Highway in Gilliam County.

The United Pacific Insurance Company and the Seaboard Surety Company through Hansen and Rowland, Inc., of Oregon, Henry Building, Portland, Oregon 97128 furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the sureties of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Ins. Co.
P. O. Box 1216
Tacoma, Washington 98401

Seaboard Surety Company
100 William Street
New York, New York 10038

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

E. C. Hall Construction Co.,
G. L. Compton, J. C. Compton Co.,
and John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

PLATT Electric Supply, Inc.

May 15, 1972

Secretary of State Highway Division
State Highway Building
Salem, Oregon 96310

Dear Sir:

We have supplied material to the General Service Electric Company, P.O. Box 1345, Bellevue, Washington, who is doing the illumination installation under contract #7399 for the Quinton-Arlington - Willow Creek Job at Arlington, Oregon.

It is our understanding that General Service Electric has been paid for this job.

We furnished material to the above contractor on this job in the amount of $10,500.00, no part of which has been paid.

This is a notification from us that we have not been paid. Please advise what bonding company and what procedure we should follow to affect payment. Whatever you can do to help us will be greatly appreciated.

Very truly yours,

PLATT ELECTRIC SUPPLY, INC.

M. Holtzman

M. Holtzman

cb

Cec ✓

NOTED
FLOYD QUERY
5-16-72

Home Office
P.O. BOX 3167
1305 N. W. DAVIS STREET
PORTLAND, OREGON 97209
PHONE (503) 228-6121
Reply to ☐

Wholesalers of
ELECTRICAL SUPPLIES, APPARATUS
APPLIANCES, LAMPS AND LIGHTING FIXTURES

2757 6th AVE. SOUTH
SEATTLE, WASHINGTON 98134
PHONE (206) MA 4-4083
Reply to ☐

RECEIVED
MAY 22 1972
FOR FILING

file

THE YEAR OF ACTION
SERVICE PROTECTION INTEGRITY
THE MEANING OF RELIANCE

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

7399

May 19, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Re: Bond No. B-624061 - E. C. Hall Construction, G. L. Compton, J. C. Compton Co. and John C. Compton, J/V - State of Oregon Contract No. 7399 - $2,675,254.76 - Quinton-Arlington and Willow Creek Highway Project - Gilliam County, Ore.

Gentlemen:

On March 27, 1972 we received a letter from you advising that the final payment of $14,421.62 and total contract price of $2,650,444.15 had been determined in connection with the above project.

Recently we received a copy of request for extension of time on this job with the consent of surety. Kindly advise us when this job has been completed and accepted.

Yours very truly,

Irene C. Krier

Irene C. Krier
Fidelity & Surety Department

/k

5-22
Contract 7399 was Completed Nov. 19, 1971 and accepted March 15, 1972.
Floyd Query

RECEIVED
MAY [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 25 1972
FOR FILING

7399

STATE COPY

FORM PR-33.E
REV. 3-68

cc: [illegible] (A E Johnson)
Region
Wash FC
[illegible] Nichols

5-8-72

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

REGION NO. 1[illegible]	15	COUNTY Gilliam	DIVISION Oregon
DATE OF REPORT 5/9/72	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-4(21)122 I-80N-5(33)146
COMPLETION DATE 11/19/71	ACCEPTANCE DATE BY CONTRACTING AGENCY March 15, 1972	TIME ELAPSED 115 *	CONTRACT TIME 315 CD
APPROVED EXTENSIONS None	LOCATION The project begins 15 miles westerly of Arlington and ends 10.0 miles east of Arlington on I-80N.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

5-24-72

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

cy Const Bridge 5-24-72

Young-Johnson

NOTED
A. E. JOHNSON

QUINTON-ARLINGTON SECTION AND WILLOW CREEK SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Signing, and Illumination

This project provided for the placement of a 4-inch asphalt concrete overlay over the existing surfacing, construction of median barrier and guardrail, revision of signing installations, illumination of the Arlington Interchange, and the necessary grading work to bring this section of I-80N up to current standards.

All physical work was substantially completed in conformance with the approved plans and specifications on November 19, 1971. The allotted contract time was 315 calendar days and the contractor used 363½ days. He is being assessed liquidated damages accordingly.

The final cost of the project including engineering and contingencies was $2,866,865.40 which is an underrun of 5.9%. The resident engineer has satisfactorily explained all overruns and underruns.

All of the required supporting documents have been submitted, and acceptance of this project is recommended.

COPY SENT

NOTED
TOM EDWARDS
MAY 22 1972
REGIONAL OFFIC

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE Original Signed by R. E. Simpson	
TITLE R. A. Nichols Area Engineer	DATE 5/9/72	TITLE R. E. Simpson Division Engineer	DATE 5-22-72

REPLACES FORM PR-33.E, 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
APR 12 1972

File Copy

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

7377
NPWCO-CA

6 April 1972

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Porter:

Reference is made to Invoices Nos. 107213, 108302, 108578, and 107587, which have been submitted for payment. Payment of these invoices is being withheld for lack of proper distribution of costs and charges for overruns. Charges are being made that result in an amount in excess to the monetary obligation of the Government on your Contract No. 7399 (copy of the obligation letter inclosed for your convenience).

As an example, on Contract No. 7399, and with reference to the sheet entitled "Quantity Summary and Cost Estimate Corps of Engineers Obligation," for Item 7, Class "B" Asphaltic Concrete Mix, the Government has been billed for the cost of 23,283 ton above the 145,942 ton of the quantity for that item. Similar overruns were also billed under your Contract No. 7273.

It appears that there has been a duplication of charges for the "Additional Items as per Agreement (Not Contract Quantities)" (Sheet 2 of the Summary).

Several telephone calls to your Salem Office have failed to produce sufficient clarification of the discrepancies noted on the referenced invoices.

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4-11-72
TAH

NPWCO-CA 6 April 1972
Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division

Justification for such overruns has not been submitted and payments cannot be made without proper documentation and approval by the Contracting Officer.

Your attention to this matter will be greatly appreciated.

Sincerely yours,

BERTRAM W. HOARE
Authorized Representative
of the Contracting Officer

1 Incl
Cy CO ltr dtd 22 Jun 70

RECEIVED

FOR FILING

7399

NOTED ON CARD
2-24-72 kl

March 24, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On March 20, 1972, we wrote to you concerning release of final payment on Contract No. 7399 awarded to E. C. Hall Construction Co., G. L. Compton, J. C. Compton Co., and John C. Compton for work on the Quinton-Arlington and Willow Creek Sections of the Columbia River Highway in Gilliam County.

Final payment on this contract is $14,421.62 and the total contract amount is $2,630,444.13 including $36,169 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc E. C. Hall Construction Co.
G. L. Compton
J. C. Compton Co. and
John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Seaboard Surety Co.
100 William Street
New York, New York 10038

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn· John Herr
W. E. Schwartz

7399

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Quinton-Arlington & Willow Creek

WEEK ENDING: March 18, 1972

SECTION PREFIX: 611-1070

HIGHWAY: Columbia River

COUNTY: Gilliam

NAME OF JOB: Quinton-Arlington & Willow Cr. Sect.

KIND OF WORK: Grading, Paving, Signing, & Illumination

CONTRACTOR: Hall - Compton

CONTRACT NUMBER: 7399

FEDERAL-AID PROJECT NUMBER: I-80N-4(21)122 & -5(38)146

DATE OF CONTRACT: June 26, 1970

DATE WORK STARTED: July 1, 1970

ESTIMATED COMPLETION DATE: November 19, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 1

SPECIFIED WORK DAYS n/a

SPECIFIED work CALENDAR DAYS 315

WORK DAYS USED n/a

work CALENDAR DAYS USED 363.5

SPECIFIED COMPLETION DATE n/a

PERCENT OF TIME ELAPSED 115%

PROJECT AUTHORIZATION: $ 3,045,774.10

EXCLUSIVE OF ENGINEERING: $ 2,829,185.72

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,654,180.88

ESTIMATED PERCENT XXXXXX UNDERRUN 6.2 %

ENGINEERING AUTHORIZATION $ 216,588.38

ENGINEERING COST TO DATE $ 210,989.00

Cost this week 323.00

PERCENT OF AUTHORIZATION 97.4 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94%

DATE PROJECT WAS COMPLETED: November 19, 1971

Including Engineering: UNDERRUN 5.9%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Sq.Ft. XXXXXXX Signs	Lin.Ft. Guardrail	Lump Sum Illumination
100%	100%	100%	100%	100%	100%	100%	100%

	Cu.Yds. GRADING	Tons SURFACING	XXXXXXXX	XXXXXXXXXX	Tons PAVING
MILES IN PROJECT	19.9	19.9		19.9	19.9
MILES PARTIALLY COMPLETED	19.9	19.9		19.9	19.9
MILES COMPLETED	19.9	19.9		19.9	19.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,578	71,858	6,032	160,298	233,111
TOTAL QUANTITIES CORRECTED TO DATE	47,802	67,310	6,033	147,821	223,129
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	47,802	67,310	6,033	147,821	223,129
AVERAGE DAILY QUANTITIES This week (1)	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

2 Trucks.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Showers	0		Calendar Workday Count was stopped November 19, 1971. Job completed.
MONDAY 13	P. Cloudy	0		
TUESDAY 14	Clear	0		
WEDNESDAY 15	Overcast	0		
THURSDAY 16	Clear	0		
FRIDAY 17	Clear	0		
SATURDAY 18	Cloudy	0		

RECEIVED
MAR 20 1972
CONSTRUCTION SECTION

Routing
Kessey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3-12-72 SUNDAY	No work.
13 MONDAY	Subcontractor Stillwell - Gerard Const. Co. men touching up all luminaire poles with galvacon paint, in areas where poles had been scratched. Replaced lighting contactor and photo-electric eye on pole No. 1. All lights functioning properly. Project completed.
14 TUESDAY	No work rest of week.
15 WEDNESDAY	
16 THURSDAY	
17 FRIDAY	
3-18-72 SATURDAY	

REMARKS

Subcontractor Stillwell - Gerard Const. Co. touched up all luminaire poles and replaced the lighting contactor and photo-electric eye on pole no. 1 on Monday of this week. This completes all work on this project. Third Notification was submitted effective March 13, 1972.

Semi-Final Estimate and supporting data have been submitted.

Unless directed otherwise, this will be the last weekly report submitted on this project.

SIGNED J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SPTF214

RECEIVED
1-
FOR FILING

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

24 January 1972

I-80N-4(21) 132

7399

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Porter:

Reference is made to your letter of 18 January 1972 which forwarded copies of State Force Order No. 2 for engineering by the Union Pacific Railroad under your Contract No. 7399.

The agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Sincerely yours,

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, OR 97058

NOTED
A. E. JOHNSON

RECE
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

1-27-72
REFERRED TO
Hunter - Young
BY DEPUTY STATE HIGHWAY

Copy sent to Constr.
2-1-72.

RECEIVED

FOR FILING

STATE COPY

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

I-80N-4(21)22

7399

December 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project Nos. I-80N-4(21)22
I-80N-5(38)146

C4 Constr. Paper [illegible] 12-21-71

Dear Sir:

All work under Contract No. 7399, Quinton-Arlington and Willow Creek Section of the Columbia River Highway in Gilliam County, was completed on November 19, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By For R. D. [illegible]
L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-13-71

Conditions noted on above date: Acceptance is dependent upon the completion of the following: Finishing work on fallout protection wall as noted in final inspection report.

R. E. Simpson
Division Engineer
for [illegible] Walach

PEO/eb

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Form E-123

RECEIVE
NOV 9 1971
FOR FILING

I-80N-4(21) 122
7399

4i-5
10-19-71

October 26, 1971

E. C. Hall Construction Co.,
G. L. Compton,
J. C. Compton Co., and
John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an extension of time of 28½ days on Contract No. 7399 for work on the Quinton-Arlington and Willow Creek Sections of the Columbia River Highway in Gilliam County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Shoeg
H. S. Coulter
J. S. Sawyer
Federal Highway Administration

fkn·dr

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 22, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 315 days to 343½ days, within which to complete our Contract No. 7399, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The work should have been completed at Noon, August 27, 1971 per the Project Engineer's office. The late delivery of the poles has created a delay of 28½ days, making the completion date September 24, 1971.

Respectfully submitted,

HALL - Compton
Contractor

By

CONSENT OF SURETY

Date July 28, 19 71

We, Seaboard Surety Company and United Pacific Insurance Company, as sureties xxxxxx on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
By Robert F. Shapley
Attorney-in-Fact, Robert F. Shapley

UNITED PACIFIC INSURANCE COMPANY
By Robert F. Shapley
XXXXXXXXXX
Robert F. Shapley, Attorney-in-Fact

(SEAL)

Countersigned by
[illegible] INC. OF OREGON
[illegible] Building
Portland, Oregon
By Ethel Wall
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7399 Contractor E. C. Hall Construction Co., G L Compton, J. C. Compton Co., & John C. Compton

Highway Columbia River

Section Quinton - Arlington & Willow Creek

Kind of Work Grading, Paving, Signing, & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

[illegible]

Recommend deny because no change was imposed by State. Choice of material suppliers and timing of placement of order for poles was not directed by State.

Recommended for Approval:

C. O. Fredrickson
Regional Bridge ~~Division~~ Engineer

for Construction Engineer or ~~Bridge Engineer~~

M Klaboe
~~Assistant~~ State Highway Engineer

Contract No.	7399
Project designation	I-80N-4(21)122 & I-80N-5(38)146 ~~State~~ Federal
Date awarded	June 26, 1970
Work started	July 1, 1970
Per cent completed	92% 7-31-71 (Date)
No. of Workdays Allowed	315
No. of Workdays Used	288½ (7-31-71)
No. of Added Workdays Requested	28½

State Printing 27980

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7399 Contractor E. C. Hall Construction Co., G L Compton, J. C. Compton Co., & John C. Compton

Highway Columbia River

Section Quinton - Arlington & Willow Creek

Kind of Work Grading, Paving, Signing, & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

XXXXXXXXXXXXXXXXXXXXX

Recommend deny because no change was imposed by State. Choice of material suppliers and timing of placement of order for poles was not directed by State.

Recommended for Approval:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 7399

Project designation I-80N-4(31)122 & I-80N-5(38)146
Federal

Date awarded June 26, 1970

Work started July 1, 1970

Per cent completed [illegible] 7-31-71
Date

No. of Workdays Allowed 313

No. of Workdays Used [illegible] (7-31-71)

No. of Added Workdays Requested [illegible]

State Printing 27980

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 22, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 315 days to 343 days, within which to complete our Contract No. 7599, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The work should have been completed at Noon, August 27, 1971 per the Project Engineer's office. The late delivery of the poles has created a delay of 28½ days, making the completion date September 24, 1971.

Respectfully submitted,

HALL Compton
Contractor

By

CONSENT OF SURETY

Date July 28, 1971

We, Seaboard Surety Company and United Pacific Insurance Company, as

sureties ~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SEABOARD SURETY COMPANY
By Robt F Shapley
~~Attorney-in-Fact~~, Robert F. Shapley
UNITED PACIFIC INSURANCE COMPANY
By Robt F Shapley
~~President~~
Robert F. Shapley, Attorney-in-Fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Henry Building
Portland, Oregon
By Ethel Wolf
Resident Agents For Oregon

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 30, 1971

SUBJECT: Quinton-Arlington & Willow Creek Section
Contract No. 7399
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

E. C. Hall Company and J. C. Compton Company, joint venture contractors on the subject contract, have requested a 28-1/2 day extension of the contract time because of late delivery of illumination poles. This is an Interstate overlay and safety project on which the day count started July 11, 1970 with 315 calendar workdays allowed.

The contract time expired August 27, 1971 with the project 98 percent complete with only minor guardrail and signing work remaining, but ~~only~~ 65 percent of the illumination work remaining. This project has been under a stop work order as of September 10, 1971 awaiting delivery of the poles on which this request for extension is based. After allowing for a Labor Day weekend and stop work period, the project therefore stands with 9-1/2 days liquidated damages at $300 per day or $2,850. A few more days contract time will accrue when the poles arrive and are installed. This illumination work is at the Arlington Interchange.

Attached is a lengthy file which the Region submitted documenting the history of the acquisition of the luminaire poles. The apparent reason for the delay now encountered is that the type of pole was changed at the supplier's request from octagonal shape to a round pole. Two pertinent dates are January 6, 1971 when the verified lengths and approved drawings for the original pole design were transmitted to the subcontractor. Over five months later, on June 21, 1971, the Resident Engineer received the contractor's request and new pole drawings for the round design. The correspondence indicates that the reason for the change was a more easily available coil steel stock for round poles versus plate stock for the originals.

We do not believe these facts justify the requested extension. Both the Resident and the Region recommend that the request be denied and this office concurs.

These days we probably could not expect to ultimately collect $300 a day liquidated damages for all the time that elapses before the contract is absolutely completed. That is why the contractor is being given the benefit of a stop work order so that no further time is accruing.

In the way of further perspective on the importance of this illumination item, the contract amount involved in it is $47,550. If this were separate work, the liquidated damages on this amount would be $50 per day. It does seem proper to collect some liquidated damages because of this lateness because traffic does not have the benefit of the illuminated interchange for which we contracted.

We therefore recommend the request be denied at this time. We will likely hear more about it from the contractor. This is an Interstate project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 - 1971
FOR FILING
I-80N-4(21)122
7399

October 6, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 5
October 19, 1971 meeting

Gentlemen:

E. C. Hall Company and J. C. Compton Company, joint venture contractors on the Quinton-Arlington and Willow Creek Section of the Columbia River Highway in Gilliam County, Contract No. 7399, have requested a 28-1/2 day extension of the contract time because of late delivery of illumination poles. This is an Interstate overlay and safety project on which the day count started July 11, 1970, with 315 calendar workdays allowed.

The contract time expired August 27, 1971, with the project 98 percent complete (only minor guardrail and signing work remaining) but with 65 percent of the illumination work remaining. This project has been under a stop work order since September 10, 1971, awaiting delivery of the poles on which this request for extension is based. The project now stands with 9-1/2 days liquidated damages at $300 per day, or $2,850. A few more days will accrue when the poles arrive and are installed. This illumination work is at the Arlington Interchange.

The apparent reason for the delay now encountered is that the type of pole was changed at the supplier's request from an octagonal shape to a round pole which used a more readily available type of steel stock. Several months elapsed after the original pole shop drawings were approved before the request for the change was received by the State. Since no change was imposed by the State and the State does not choose the material supplier, we see no valid basis for extension.

I recommend that the request be denied. This is a Federal-aid Interstate project.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Query
Tom Edwards
A. E. Johnson
Gary Sund
V. E. Skoog
F. D. Morgan
L. H. Young
H. S. Coulter

RECEIVED
MAY 1
FOR FIL

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

[illegible]
7399

6 May 1971

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Johnson
orig to Morgan
5.10.71

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 27 April 1971 which forwarded copies of Extra Work Order No. 2, Supplemental No. 1, covering an increase in costs to the revisions to Willow Creek Bridge under your Contract No. 7399.

I hereby approve the Order for Extra Work and concur that the Corps of Engineers' estimated cost responsibility is increased $5,480.00 under this order.

Pursuant to Special Order No. 13, I have been designated as Contracting Officer for the period 5 and 6 May 1971. Effective 7 May 1971, Colonel Richard M. Connell will resume responsibility as Contracting Officer.

Sincerely yours,

Carlos W. Hickman
CARLOS W. HICKMAN
Major, CE
Contracting Officer

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, Oregon 97058

NOTED
TOM EDWARDS

Ecknson

To: 7 2 7 9

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1971

SUBJECT:

NOTED
A. G. JOHNSON

H. S. Coulter
Region Engineer
P. O. Box 850
La Grande, Oregon 97850

Quinton-Arlington
Asphalt Concrete Contract-
#7399

We have reviewed asphalt content, void content and AASHO T165 wet strength retention test results for asphalt concrete on subject project. The test results indicate considerable variation of the mix.

It was agreed that a mix aggregate moisture content greater than the specified 0.5% would be allowed providing pavement boils do not occur and mix samples from the project satisfy the specified 70% wet strength retention. Test results show that 48% of the samples fail the 70% minimum with only one top lift sample passing. The following is a tabulation of test results:

Sample No. (field #)		Salem Lab Percent Asph.	Percent Ret. Str.
125	Base	6.2	89
128	"	5.6	72
138	"	6.2	61
142	"	6.0	95
146	"	5.8	60
148	"	5.4	80
151	"	5.8	83
154	"	6.0	64
156	"	5.9	61
158	"	5.9	64
162	"	6.7	74
165	"	6.4	84
167	"	6.2	86
170	"	6.0	81
173	"	6.1	90
179	"	6.4	69
181	"	6.3	78
183	"	6.5	83
187	Top	6.2	61
189	"	6.7	96
190	"	5.9	55
191	"	5.8	48
199	"	5.9	59
201	"	6.1	58
205	"	5.9	64

We feel that aggregate moisture content should be lowered and asphalt content raised, 6.5% maximum, in order to obtain the 70% minimum Index of Retained Wet Strength.

Since we are bordering on the possibility of a future flushed pavement condition, the contractor must maintain exceptionally close plant control with possible reduced production rate to obtain an asphalt content near 6.5 percent.

Changing from 60-70 grade to 40-50 asphalt may also be required to correct the condition.

JOHN C. JENKINS
Engineer of Materials & Research

by

JEWilson

James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: A. E. Johnson
F. D. Morgan
J. S. Sawyer

RECEIVED
MAY 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible] (Rev. 11-70)

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-3

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-7-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Quinton-Arlington & Willow Creek
Highway Columbia River
County Gilliam
Contractor E.C. Hall Construction Company, G L Compton, J. C. Compton Company, & John C. Compton
Address P.O. Box 86, McMinnville, Oregon, 97128

Date April 14 1971
Contract No. 7399
Prefix 611-1070
F. A. Project No. I-80N-4(21)122 I-80N-5(38)146
Order No. 3, Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and Install Transflex Expansion Joint Seals on the Westbound Willow Creek Bridge.

Location by station numbers:

WB Sta. 581+50, 582+47, 583+45, & 584+42

NOTED
TOM EDWARDS

Estimate of quantities and cost:

	ORIGINAL	THIS SUPPLEMENT	TOTAL
Labor	$ 2,850.00	$1,350.00	$ 4,200.00
Equipment	800.00	800.00	1,600.00
Materials	11,350.00	2,250.00	13,600.00
Total	$15,000.00	$4,400.00	$19,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
After award of contract, decision was made to install Transflex Expansion Joint Seals. A.G.C. Rental and Labor rates shall apply. Oregon 1970 Standard Specifications for Highway Construction, as supplemented and/or modified by the job Special Provisions will govern work. Installation and materials will be as per manufacturer's recommendations.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$3,045,774.10	
Present estimate of project cost, including $4,400.00 for work under this order	$3,045,774.10	
Expected under-run over-run amount	$0.00	
Expected under-run over-run per cent	0%	

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

For:

Approval Recommended: Regional Maintenance XXXXXal Engineer

Approved Construction Engineer.

5-10-71

Form E-206

RECEIVED
APR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-9-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 4-27-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name: Quinton-Arlington & Willow Creek
Date: April 8, 1971
Highway: Columbia River
Contract No.: 7399
County: Gilliam
Prefix: 611-1070
Contractor: E. C. Hall Construction Company, G L Compton, J. C. Compton Company, & John C. Compton
F. A. Project No.: I-80N-4(21)122, I-80N-5(38)146
Address: P.O. Box 86, McMinnville, Oregon, 97128
Order No.: 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Place selected native rock as directed at the Arlington Viewpoint.

Location by station numbers:

"V" Line 1529+00 through 1536+00

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

Labor	$650.00
Equipment	350.00
Materials	0.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This was an extra anticipated item on the contract and funds were provided in the Original Authorization. Work to be performed as per Oregon 1970 Standard Specifications for Highway Construction as supplemented and/or modified by the special provisions of this job. Labor and equipment to be at A.G.C. rates. Materials to be of size and type, and placed in areas, as directed by the Engineer. Teletype approval for this work has been received from Regional and F.H.W.A. offices. Work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,045,774.10
Present estimate of project cost, including $1,000.00 for work under this order	$3,045,774.10
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0%

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer~~ ~~State Highway Engineer~~

5-4-71

RECEIVED
APR 5 1971

FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 30, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

To:

H. S. Coulter
Region Engineer
P.O. Box 850
La Grande, Oregon 97850

Quinton-Arlington
Asphalt Concrete Test
Reports #959366

Attached are the results of wet strength retention tests made using aggregate sampled March 3 on subject project. Tests for Class B asphalt concrete design #957870 are included using Chevron 60-70 and 40-50 asphalt with aggregate moisture content at mixing of zero and one percent.

Test results indicate that the use of 60-70 asphalt with aggregate of the quality submitted results in a mix of low strength retention when aggregate moisture content at mixing is one percent. Specific gravity of the submitted aggregate samples range from 2.82-2.89 which is less than gravities of the last set of samples, #A41722-24. It appears that the lighter weight aggregates have less asphalt-aggregate adhesion.

Conditions which generally reduce mix wet strength retention include reduced aggregate quality or stripping tendency, increased aggregate moisture at mixing, reduced asphalt content or film thickness of mix and increased asphalt viscosity after mixing. Since tests made on mix samples from the project have all had suitable strength retention, it appears that the combination of conditions are such that suitable mix strength can be obtained using 60-70 asphalt. It is recommended that the use of 60-70 asphalt be continued for the base lift construction, providing strength tests on field samples are above 70 percent. Should the mix strength drop below the 70% minimum, the use of 40-50 grade would be required.

JOHN C. JENKINS
Engineer of Materials & Research

by

JEWilson

James E. Wilson
Asst. Engineer of Materials & Research

JEW:bm
cc: A. E. Johnson ✓
F. D. Morgan
J. H. Walker
J. S. Sawyer

RECEIVED
MAR 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2-60—5M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 959366
Data Sheet No. 41725, 64479-80
Effect of Water on Cohesion of Compacted Bituminous Mix.
Prefix 611-1070
Project Quinton - Arlington & Willow Cr.
Amount charge 120 00
Highway Columbia River
Dept. invoice No.
Contractor Hall and Compton No. 7299
Date received 3-4-71
Submitted by J. S. Sawyer
Date reported March 30, 1971
Source of material 1 mile south of MP 131.7 Col. Riv. Hwy.
Sampled or inspected at Stockpile 3/4-1/4, 1/4-10, 10-0
To be used Class "B" Asphalt Concrete
Sampled or inspected by J. Grassman 3-3-71
Quantity represented

Test Gradation - Mix Design #7 (Report #957870)

Test Series #1 - Aggregate Oven Dry
Asphalt Content, % Chevron 60-70 - 5.0 - 6.0 - 7.0
Index of Retained strength, % - 53 - 71 - 100

Test Series #2 - Aggregate contained 1% moisture at mixing
Asphalt Content, % Chevron 60-70 - 5.0 - 6.0 - 7.0
Index of Retained Strength, % - 42 - 50 - 67

Test Series #3 - Aggregate Oven Dry
Asphalt Content, % Chevron 40-50 - 5.0 - 6.0 - 7.0
Index of Retained Strength, % - 52 - 100 - 100+

Test Series #4 - Aggregate contained 1% moisture at mixing
Asphalt Content, % Chevron 40-50 - 5.0 - 6.0 - 7.0
Index of Retained strength, % - 37 - 83 - 100+

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Coulter
X 0 Resident Engineer Sawyer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X F. D. Morgan
X J. H. Walker
X V. Moore
X E. C. Hall Const. Co.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Test results indicate inadequate strength retention using 60-70 asphalt when aggregate moisture content at mixing is 1%. Satisfactory strength retention is obtained using Chevron 40-50.

Engineer of Materials John C. Jenkins

RECEIVED
MAR 29 1971
FOR FILING

I-80N-4(21)

7399

March 26, 1971

Mr. W. T. Peckham
Hamilton Construction Company
Post Office Box 1376
Eugene, Oregon 97401

Dear Bill:

This is in further reference to the seven-foot mounting height requirement for warning signs which we discussed briefly in my office last week.

The seven-foot plus or minus three-inch height has been specified since about June of 1969. It was included as part of the plans for the Quinton-Arlington and Willow Creek contract.

We realize there can be some problems maintaining signs this high in some areas as this has been brought to our attention recently. We are therefore adding a special provision on future work to the effect that different mounting heights can be used with the approval of our engineer.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
F. D. Morgan
C. G. Swenson

JAB:fw srb

Files

RECEIVED
MAR 31 1971
FOR FILING

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA
7399

25 March 1971

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Dear Mr. Porter:

Reference is made to your letter of 19 March 1971 which forwarded copies of Order for Extra Work No. 8 to restore a damaged median barrier on the Arlington Viaduct, for your Contract No. 7399.

The agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Pursuant to Special Order No. 8, I have been designated as Contracting Officer for the period 23 March through 26 March 1971. Effective 27 March 1971, Colonel Connell will resume responsibility as Contracting Officer.

Sincerely yours,

Harold L. Matthias
HAROLD L. MATTHIAS
Major, CE
Contracting Officer

Orig to Mayor
cy to Hall
3-29-71

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
MAR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 23 1971

FOR FILING

I-80N-4(21)122
7399

March 19, 1971

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

ATTENTION: Colonel Richard M. Connell
Contracting Officer

RE: DA-45-164-CIVENG-61-108
Contract 7399
Quinton-Arlington and Willow
Creek Section
FAP Nos. I-80N-4(21)122 and
I-80N-5(30)146

Dear Sir:

Herewith for your information are copies of Extra Work Order No. 8 covering replacement of median barrier which was damaged November 23, 1970 by a vehicular accident on the Quinton-Arlington and Willow Creek Section of the Columbia River Highway in Gilliam County.

There will be no change in the amount of Corps of Engineers' responsibility for this project due to the work covered by this order.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw
Enc.
cc: H. S. Coulter
J. S. Sawyer

RECEIVED
MAR 19 1971
FOR FILING

I-90N-4(24)122
7399

263

CON LAG 134 3-12-71 358 P

MORGAN

REGARDING BUMP COMPLAINT ON THE QUINTON-ARLINGTON SECTION, ASSIGNMENT 263-AEJ, BUMPS HAVE BEEN HEATED AND PLANED. AFTER CONTRACTOR RESUMES PAVING WHICH PROBABLY WILL BE NEXT WEEK, WE WILL DO SOME PATCHING AND SMOOTHING WITH FINE MIX.

SHIRLEY
DJ
17
[illegible]

3/12/71
Copy to A G Johnson
per John Bond
Zw

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1971

NOTED

SUBJECT:

To:

H. S. Coulter
Region Engineer
P.O. Box 850
La Grande, Oregon 97850

Quinton-Arlington Section
Asphalt Concrete Cont. 7399

Two series of asphalt concrete mix design tests have been completed using samples of existing stockpiled aggregate from subject project. Tests were made to determine which brand of asphalt and additive proposed for use will provide the best strength retention when aggregate moisture content at mixing is either zero or 1 percent. Report #955959 contains test results for the design mix using Chevron 85-100 asphalt treated with 0, 1/2 and 1 percent Acra-500 antistripping additive. The second series of tests #957870 were made using 60-70 grade of Chevron, Shell, Union and Blackline asphalt.

Test results using Chevron 85-100 asphalt indicate that treatment with Acra-500 is required to obtain the 70% minimum strength retention. A one percent level of treatment is required for wearing surface and one-half percent for base course. Aggregate moisture of one percent does not reduce strength retention.

Tests made with various brands of 60-70 asphalt without additive indicate that only Chevron asphalt provides sufficient strength at the design asphalt contents when aggregate moisture content is one percent. A minmum asphalt content of 5.7 percent is required to obtain the required 70% strength retention.

Specific gravity tests have been made on the (¾-¼),(¼-10) and (10-0) samples used for the attached strength tests. The gravities range from 2.89-2.94 which is considerably higher than the 2.72-2.86 values for samples from earlier aggregate production. It appears that the improved strength and reduced asphalt content requirement obtained on the attached tests are the result of a better quality, solid aggregate.

It is recommended that Index of Retained Strength tests be made on mix samples from the project when using 60-70 asphalt without additive as outlined in John Walker's memo of February 26. This provides a check on any changes in quality of aggregate or mix. A 20-25 lb. sample of mix is required for each sampling, which will be tested for asphalt content, gradation and strength retention.

Further testing is in process to determine mix strength retention when using Chevron 40-50, Chevron 60-70 treated with 5 ppm Silicone and Douglas 60-70. Results of these tests will be reported during the week of March 8.

JOHN C. JENKINS
Engineer of Materials & Research

by

James E. Wilson
Asst. Engineer of Materials & Research

JEW:bm

cc: A. E. Johnson✓
F. D. Morgan
J. H. Walker
J. S. Sawyer

RECEIVED
MAR 5 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE H[illegible]WAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN #6

[illegible]boratory No. 955959
Data Sheet No. A-38373
Prefix 611-1070
Amount Charge 404 --
Date Received 10/30/70
Date Reported March 4, 1971

Project Quinton-Arlington-Willow Cr. Mix Type-Class "B" A/C
Contractor: Prime Hall & Compton Contract No. 7399 Fed. Aid No. I-80N-4(21)122
Paving G.L. & J.C. Compton
Engineer: Region H.S. Coulter Resident J.S. Sawyer
Aggregate: Source M.P. 131.7 Col. Riv. Hwy Type Quarry
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Field ¾-½	Field ¼-10	Field 10-0	Comb. Agg. Dry Sieve	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex				
						Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	40	42	18						
1									
¾	2.5			1.0	1.0	0.9	0.9		
½	33.7			13.5	13.0	12.2	12.2		
3/8				11.3	10.9	10.2	10.2		
¼	51.0	7.1		12.1	11.7	11.0	10.9		
4	5.7	15.5	2.6	9.3	9.0	8.5	8.4		
10	5.1	43.4	16.9	23.2	22.4	21.1	20.9		
40	0.9	23.0	48.1	18.7	18.0	16.9	16.8		
200	0.6	7.3	23.6	7.4	8.3	7.8	7.8		
P200	0.5	3.7	9.4	3.5	5.7	5.4	5.4		
No. Ave.	147	99	98						
Asphalt Content Including 0.1 %Retention						6.0	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.45	2.47		
Mix Design % Voids @ 100% Compaction	3.9	2.4		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 85/100	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff	Suff.	Suff.	Suff-Thick
Stability Value @ 1st Compaction	40	40	40	42	46
Cohesion " " " "	364	372	421	534	305
Bulk Sp. Gravity @ 1st Compaction	2.36	2.38	2.40	2.42	2.40
Percent Voids " " "	8.9	7.4	5.9	4.3	4.4
Stability Value @ 2nd Compaction	51	51	49	39	25
Bulk Sp. Gravity @ 2nd Compaction	2.41	2.43	2.45	2.47	2.46
Percent Voids " " "	6.9	5.4	3.9	2.9	2.0
Real Gravity @ 0% Voids	2.59	2.57	2.55	2.53	2.51

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 85/100	5.0	6.0	7.0
Index of Ret. Str. (%)	49	60	90
" " " " " ½% Acra 500	43	71	98
*" " " " " " " "	46	71	89
" " " " " 1% Acra 500	63	85	88
*" " " " " " " "	55	83	96

Aggregate for fabrication of test specimens contained approx. 1% moisture at mixing.

X BPR
2 X Const.
X Coulter
X Sawyer
X Files
X Geology & Soils
X V. Moore

X E. C. Hall Const. Co.

Engineer of Materials

OREGON STATE H. WAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN #7

aboratory No. 957870
Data Sheet No. 41722-24
Prefix 611-1070
Amount Charge 602.00
Date Received 2/11/70
Date Reported March 4, 1971

Project Quinton-Arlington & Willow Cr. Mix Type-Class "B" A/C
Contractor: Prime Hall & Compton Contract No. 7399 Fed. Aid No. I-80N-4(21)122
Paving G.L. & J.C. Compton
Engineer: Region H.S. Coulter Resident J.S. Sawyer
Aggregate: Source M.P. 131.7 Col. River Hwy. Type Quarry
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Field 3/4-1/4	Field 1/4-10	Field 10-0	Comb. Agg. Dry Sieve	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex	Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
% Comb.	40	42	18						
1									
¾	2.5			1.0	1.0	1.0	0.9		
½	33.7			13.5	13.3	12.5	12.4		
3/8				11.3	11.1	10.4	10.4		
¼	51.0	7.1		12.1	11.9	11.2	11.1		
4	5.7	15.5	2.6	9.3	9.2	8.6	8.6		
10	5.1	43.4	16.9	23.2	22.9	21.5	21.4		
40	0.9	23.0	48.1	18.7	18.5	17.4	17.3		
200	0.6	7.3	23.0	7.4	7.0	6.6	6.6		
P200	0.5	3.7	9.4	3.5	5.1	4.8	4.8		
No.Ave.	147	99	98						
Asphalt Content Including 0.2 %Retention						6.0	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.45	2.46		
Mix Design % Voids @ 100% Compaction	3.5	2.4		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry-Suff.	Suff.	Suff.	Suff-Th.	Thick
Stability Value @ 1st Compaction	37	41	41	42	38
Cohesion " " " "	408	476	625	531	518
Bulk Sp. Gravity @ 1st Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " " "	9.7	8.2	6.7	5.2	3.6
Stability Value @ 2nd Compaction	52	53	54	54	47
Bulk Sp. Gravity @ 2nd Compaction	2.41	2.43	2.45	2.46	2.47
Percent Voids " " "	6.6	5.1	3.5	2.4	1.2
Real Gravity @ 0% Voids	2.58	2.56	2.54	2.52	2.50

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%)	5.0	6.0	7.0
Index of Ret. Str. (%) Chevron 60-70	48	80	100+
* " " " " " " " "	54	80	92
" " " " " Union 60-70	52	70	91
* " " " " " " " "	56	66	91
" " " " " Shell 60-70	60	81	100+
* " " " " " " " "	56	67	85
" " " " " Blackline (Husky) "	55	80	82
* " " " " " " " "	49	57	74

* Aggregate for fabrication of test specimens contained approx. one percent moisture at mixing.

X BPR
2 X Const.
X Coulter
X Sawyer
X Files
X Geology & Soils
X V. Moore
X E. C. Hall Const. Co.

Engineer of Materials

RECEIVED
MAR 3 - 1971
FOR

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1971

NOTED
A. E. JOHNSON

To:
MEMO TO THE FILES

SUBJECT: Meeting with John Compton
Re; Experimental Research on
Moisture in Aggregates in
Asphalt Concrete Mix
Quinton-Arlington Section
Columbia River Highway
Contract No. 7399

On Friday, February 19, 1971, a meeting was held at the Construction office to further discuss moisture in aggregates on the subject contract. In attendance at the meeting were:

Mike Huddleston, Asphalt Pavement Association
John Compton, J. C. Compton Company
J. E. Wilson, Assistant Materials Engineer, OSHD
M. D. Glenn, Quality Control Engineer, OSHD
John H. Walker, Field Construction Engineer, OSHD

At last years paving season, some research and experimentation was conducted on the subject project regarding use of additives in the asphalt concrete mix to increase the retained strength and also control boiling or flushing action due to moisture in the aggregate. Additional drying, use of DeHydro 86 additive, and some silicone additive was tried. The moisture problem involves moisture contained within the aggregate which, unless controlled, may cause a decrease in the strength and stability of the mix and may also cause boils or bleeding in the mat.

The double drying and use of DeHydro additive proved to be quite expensive and the contractor is quite desirous of finding other methods of control which are less costly. We also are quite concerned and have been conducting a variety of laboratory tests to see what might be done. This winter, asphalt from various companies as well as different penetration grades were tested. It appears that heavier penetration grades of asphalt give a much better strength probably due to a thicker film thickness around the rock. We are now conducting further tests on varying amount of silicone additives which control bleeding. A different additive for strength called "Aera" was also tested with promising results.

We are desirous of continuing the study which we started last year. Therefore, to start out we will try the following:

1. Use a 60-70 penetration asphalt instead of the 85-100 previously used. We could also go lower to the 40-50 penetration.

2. Add two parts per million of silicones to the asphalt.

3. Allow moisture content in the mix up to 0.8 percent, but in no individual case shall it go over 1.0 percent and in any case, no boiling or flushing will be permitted.

4. The research or experimentation will be held to the base lift of pavement until such time as we are convinced that all problems have been solved.

The Materials Unit, Contractor and Construction Section will work in close cooperation as it is of benefit to all to find a satisfactory economical method to control the problems of strength and moisture.

We have the concurrence of the Federal Highway Administration in this study.

John H. Walker

John H. Walker
Field Construction Engineer

JHW:fw
cc: A. E. Johnson
John Jenkins
H. S. Coulter
J. S. Sawyer

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MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 1971

I-5(OAI-4(21)
NPWCO-CA
7399

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

4 February 1971

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 27 January 1971 which forwarded copies of Order for Extra Work No. 7 to adjust the manholes to fit the finished grade, under your Contract No. 7399.

The agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Sincerely yours,

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
Contracting Officer

cy to Morgan 2/12-71

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, Oregon 97058

NOTED
JOM EDWARDS

NOTED
A. E. JOHNSON

RECEIVED
FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
I-8(10-4(21))122
1399
NPWCO-CA

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

6 January 1971

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Dear Mr. Porter:

Reference is made to your letter of 30 December 1970 which forwarded copies of Extra Work Order No. 5 to cover removal of winter sanding prior to resuming paving operations under your Contract No. 7399.

The agreement is hereby approved with the understanding that there will be no increase in the Corps of Engineers' monetary obligation because of this approval.

Sincerely yours,

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
JAN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

copy to Morgan
1-12-71

RECEIVED
JAN 13 1971
FOR FILING
I-80N-4(21)122

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
Engineering Coordinator
DATE 1-7-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Quinton-Arlington & Willow Creek

Highway Columbia River

7399

County Gilliam

Contractor E. C. Hall Construction Co., G L Compton, J. C. Compton Company, & John C. Compton

Address P. O. Box 86, McMinnville, Oregon, 97128

Date ~~December 1?, 1970~~

Contract No. 7399

Prefix 611-1070

F. A. Project No. I-80N-4(21)122 / I-80N-5(38)145

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Cleanup of rocks from slopes and ditches throughout project.

Location by station numbers:

Eastbound and Westbound Stations 822 through 1665

Estimate of quantities and cost:

Labor	$2,930.00
Equipment	2,095.00
Total	$5,025.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This order covers removal of rocks which have fallen and will fall from rock slopes during the Winter months after the ditch and slope cleanup by the contractor has been completed. A.G.C. Labor & Equipment Rental Rates will be used. Oregon, 1970 Standard Specifications for Highway Construction as supplemented and/or modified by the Special Provisions for this job will apply. This work has not yet begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $3,045,774.10

Present estimate of project cost, including $5,025.00 for work under this order $3,045,774.10

Expected under-run / over-run amount $0.00

Expected under-run / over-run per cent 0 %

Space to right of this line is for use of Salem Office

Sumbitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Regional Maintenance ~~Division~~ Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~ Construction Engineer

State Printing 83002

CC: Glenn
Zitz

Orig. to Morgan
1-12-71

J.K.

RECEIVED
JAN 13 1971
FOR FILING

I-80N-4(21)122

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if federal funds are required
BY
TITLE Engineering Coordinator
DATE 1-7-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Quinton-Arlington & Willow Cr. Section
Date November [illegible] 1970

Highway Columbia River 7399
Contract No. 7399

Prefix 611-1070

County Gilliam

Contractor E. C. Hall Const. Co., G. L. Compton, J. C. Compton Co. & John C. Compton
F. A. Project No. I-80N - 4(21) 122, 5(38) 146

Address P. O. Box 86, McMinnville, Oregon 97128
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate below grade & backfill with A.C. Paving, areas at each end of the Blalock & Quinton Interchange Structures, where the embankment has developed soft spots or holes.

Location by station numbers:

Quinton Interchange	"E" 0+50 & 2+30
Blalock Interchange	"L" 1161+80 & 1163+40

Estimate of quantities and cost:

Labor	$ 1,240.00
Equipment	1,240.00
Materials	0.00
Total	$ 2,480.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

A.G.C. Equipment Rental Rates & Labor Rates to be used. Excavated materials to be disposed of in a manner satisfactory to the Engineer. Excavated areas at Bridge Ends to be backfilled with Class "B" A.C.. Placed in lifts & widths & tamped as directed by the Engineer.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 3,045,774.10
Present estimate of project cost, including $ 2,480.00 for work under this order	$ 3,045,774.10
Expected under-run over-run amount	$ 0.00
Expected under-run over-run per cent	0.00

Space to right of this line is for use of Salem Office

Sumbitted by: J. J. Sawyer, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or [illegible]

Approved [illegible] Engineer

State Printing 03002

Orig to Morgan 1-12-71

NOV 28 1970

I-80N-4(21)

[illegible]

November 20, 1970

Mr. Bill Kennedy
Oregon Dump Truck Association
Post Office Box 68044
Oak Grove, Oregon 97268

Dear Mr. Kennedy:

Reference is made to your recent telephone call to R. L. Porter, State Highway Engineer, concerning overloading of trucks on the Quinton-Arlington project on I-80N.

For your information, the subject of overloading while in the process of hauling rock and asphaltic concrete has come up on the past, and this Division has taken steps to control such overloading. It might be pointed out that the Highway Division is not an enforcement agency and we can enforce load limits only through our dealings with our contractors.

We have recently issued instructions to our field engineers that, if they determine vehicles are in violation of legal load limits, they are to refuse the contractor weight tickets for payments in excess of the legal load; and, if such practices persist, they are to shut down the activity until compliance is obtained. We believe these measures will reduce the incidents of overweight.

For your information, during the first nine months of 1970, there was a grand total of 5,210 weight violations, of which 121, or 2.3 percent, were issued to dump truck operators.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:mm
cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
R. N. Bothman

FORM E-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1970

SUBJECT: Haulers of Rock and Asphaltic Mix

To: Mr. Tom Edwards
Deputy State Highway Engineer

DIVISION

In compliance with your verbal request the following data, which we hope will be of value to you, is submitted.

121 citations for overweight were issued to haulers in the subject category during the first nine calendar months of 1970. The grand total number of weight violations during the same period was 5210; therefore, 2.32% of the total weight violations for that period were issued to dump truck operators. It appears that the majority of the 121 violations written against the subject haulers involved areas west of the mountains.

For your further information, on Tuesday, May 13, 1969 three representatives of the Oregon Dump Truck Association contacted Mr. Ross, Mr. Isaac and myself. Their complaint dealt with the subject-described haulers in that in many instances the contractor in effect requires the movement of overweight loads. These men wanted us to make an extended effort toward weighing such haulers, as according to them their hauling of overloads was not profitable--considering the abuse to the equipment and possible fines if apprehended. Furthermore, it was their thought that if the subject haulers would bid on a legal-load basis it would give them all a more competitive chance in their business.

It was explained to these people that hauls of the subject commodity were generally short in distance and often times short in duration; and this, coupled with the industry's communication system, plus the fact that legalization is easily done before weighing, made it very difficult for us to catch those who deliberately overloaded and desired not to be weighed. It was further explained that hauls within cities were generally left to that agency's jurisdiction, as this is the main practice on most all types of violations.

In concluding the discussion with these representatives, it was respectfully suggested that we would appreciation information from the industry whenever such hauls got out of line, and by doing this they would be helping police their own industry. We have received a number of calls from the indsutry and have made what we feel is some headway along this line. A rather recent complaint was registered by haulers in the Wilsonville area and in the main this was taken care of at the point of origin by the highway project contractor after pressure was brought to bear by the Regional Engineer and weighmasters.

Please note the attached letter, which is a further step toward alerting field crews to the subject matter.

C. C. Deyo

C. C. Deyo
Chief Weighmaster

CCD:w

Enc.

PS. Our administrative tolerance policy also has its effect on the number of overload citations issued, because any hauler who has not had a chance to weigh and does not exceed the gross or the axle or tandem axle permissible by 10% may legalize in lieu of a citation. As mentioned before, rock haulers can easily legalize and no doubt take advantage of this.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1970

SUBJECT: Control Against Overweight Loads
on Construction Projects

To:

REGION ENGINEERS
RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

There appears to be a need of clarification as to how to enforce contract specifications respecting overweight loads being hauled on construction projects.

Section 105.15 of our Standard Specifications for Highway Construction provides that the contractor shall be limited to legal loads when traveling upon portland cement concrete, portland cement treated bases, asphalt concrete, asphalt concrete treated bases, or penetration type surfaces which are to be a part of the completed project. There are exceptions of approved right angle crossings.

A violation of this specification by the contractor would be a breach of the contract on his part. We discussed the enforcement of the specification with our Legal staff, and it appears that the enforcement should be handled as follows:

Having first been assured the weight of the vehicle is in fact in excess of that provided for in ORS 483.502 to ORS 483.518, inclusive and acts amendatory thereof, the engineer should notify the contractor he is violating the terms of his contract and inform him that if he fails to conform to contract requirements he will:

(1) Shut down that portion of his activities until compliance is had pursuant to Section 108.07(A) of the Standard Specifications; or

(2) Refuse to issue him weight memo tickets at the scale site until the load is first brought within legal limits.

(NOTE: The foregoing should be confirmed by a written notice to the contractor after first verbally warning him.)

In those instances where the contractor is hauling overweight loads over existing highways not a part of the construction project, a written notice to the State Weighmaster, with a copy to the contractor, should be sufficient to correct the situation.

Engineers are requested to keep a complete record of any actions taken to enforce the specifications.

F. D. Morgan
Construction Engineer

By John H Walker

John H. Walker
Field Construction Engineer

JHW:fw

cc: A. E. Johnson
L. I. Lindas
I. D. Merchant
C. G. Swenson
Weighmasters

INSPECTION NO. ________

RECEIVED
NOV 30 1970
FOR FILING

J-[illegible]

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Quinton-Arlington   Contract No. 7399

Highway Columbia River

7399 Contractor J. C. Compton   Date Nov. 19, 1970

________	Initial	Inspection Made by John H. Walker
X	Intermediate	J. S. Sawyer
________	Final	
________	Special	

NOTED
A. E. J[illegible]

REMARKS

This inspection was primarily to check closely the results that were being obtained by the addition of 1% Dehydro H-86-C and 2 parts per million of silicone that is being added to the asphalt concrete mix. This is an experimental program whereas the additives are supposed to achieve a mix which has higher strength and which tends to eliminate boils and slicks where aggregate has internal moisture. It is intended to determine if the use of the additives can supplement for upgrading and additional drying to any usable extent.

This experimental work has the approval of the Federal Highway Administration and is being checked on machine layed leveling course and will also be checked on base AC lifts. After three days of its use, the laydown and plant production checks appear that the addition of the additives may produce favorable results. Prelimimary inspection and tests indicate that the asphalt is bonding to the rock aggregate much better and on the laydown the mix appears to be more stable and yet with as good or better workability. Only one instance was observed of any slicks to date, and this was when the moisture content of the aggregate was over 1 percent. The Resident Engineer and inspection force are keeping a very close look at the operation and are also keeping up a detailed record. Agood report will be made at the completion of the work.

A check on overweight hauling was made and it was found that the contractor had completely revised his weighing operation from what it had previously been. He has set up scales at the AC silo andis depositing legal loads of mix only into the hauling vehicles. This solves any overweight problems that may have been previously prevalent.

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Div. Engr. H. S. Coulter
Res. Engr. J. S. Sawyer
A. E. Johnson

Signed
John H. Walker, Field Construction Engineer

JHW:fw

I-80N-4(21)122

Form [illegible]

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7399

STATE COPY

72.6
6-3P
6-1P
2.2%

APPROVED EFFECTIVE DATE 11-20-70
Contingent upon modification of project agreement if additional funds are required
BY Halach
Dist. Engineer
DATE 11-25-70

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

FEDERAL HIGHWAY ADMINISTRATION

Project Name Quinton-Arlington & Willow Creek
Date November 9, 1970

I-80N- 4(21)122

Highway Columbia River
Contract No. 7399
F. A. Project No. 5(38)146

County Gilliam
Prefix 611-1070
Account No. 278-01

Description of Work To Be Done: Temporary Striping and Paint Permanent Traffic Lines and Markings.

Location by Station Numbers:
Throughout project:

- Quinton-Arlington Sta. 822 - 1665+50
- Willow Creek EB Sta. 548 - 641+50
- Willow Creek WB Sta. 569 - 598
- Locust Street Sta. 0+00 - 16+00

Estimate of Quantities and Costs:

Temporary Striping Scotch-Lane Tape		$1,835.00
Permanent Striping:		
34.4 Mi.	4-in. Beaded Skip Centerline @ $29.00/Mi.	997.60
0.6 Mi.	4-in. Beaded Solid Line @$51.00/Mi.	30.60
78.4 Mi.	3-in. Beaded Solid Shoulder Line @ $42.00/Mi.	3,292.80
24.0 Hrs.	Painting Traffic Legends @ $56.00/Hr.	1,344.00
	Total	$7,500.00

Explanation:

This was an Extra Anticipated Item on the project and funds were provided for in the Original Authorization. This work is to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $3,045,774.10
Present estimate of project cost, including $7,500.00 for work under this order $3,045,774.10
Expected under-run / over-run (amount) $0.00
Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: J. S. Sawyer, Resident Engineer

Approval Recommended: Regional Maintenance Engineer ~~Division Engineer~~

Approval Recommended: Admin. Construction Engineer ~~or Bridge Engineer~~

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer, or~~ Construction ~~Office~~ Engineer.

NOTED
TOM EDWARDS

State Printing

12-1-70

INSPECTION NO. ______

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NOV 18 1970
FOR FILING

7399

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Quinton-Arlington

Contract No. 7399

Highway Columbia River

Contractor J. C. Compton

Date Nov. 4 & 6, 1970

______ Initial)
X Intermediate)
______ Final)
______ Special)

Inspection Made by Alfred E. Shirley, Jr.
J. S. Sawyer
John H. Walker

NOTED
A. E. JOHNSON

REMARKS

Contractor is paving just easterly of Arlington and guardrail is being worked on westerly from the Wolpern Interchange. Contractor is double drying aggregates for A. C. production. Central Lab tests indicate that an additive called DeHydro H-86C is effective in increasing the retained strength in this mix. It is thought that the contractor will want to try this additive. A tentative meeting is scheduled for next Thursday to discuss this with contractor, Resident Engineer, Region and Construction personnel.

It appears that the amount of AC placed to date as per what was planned for the area placed is perhaps somewhat short. Mr. Sawyer is making a close check on this to determine just how much the shortage is. A little less than one-half of the planned amount has been placed and there is approximately 116,000 tons to go yet. It is thought that with a slight additional thickness to the remaining lifts we can meet the net planned quantity.

cc: Div. Engr. H. S. Coulter
Res. Engr. J. S. Sawyer
A. E. Johnson

Signed
John H. Walker, Field Construction Engineer

RECEIVED
OCT 14 1970
FOR FILE

I-80N-4(21)122
7377

October 14, 1970

111

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Improved Quality Assurance
Demonstration Project
08-35-KC/430.7

Replying to your memorandum of September 28, Wednesday, November 4, at 10:00 a.m., will be a satisfactory time for a meeting with your Mr. Jerry Budwig, Regional Construction Engineer, to discuss the results of the demonstration on asphaltic concrete control which was made on the Quinton-Arlington Section of the Columbia River Highway. The meeting will be in Room 109 of the Highway Building and, if possible, the following personnel from the State will be in attendance:

A. E. Johnson, Assistant State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer
F. D. Morgan, Construction Engineer
John H. Walker, Field Construction Engineer
M. D. Glenn, Quality Control Engineer
John Jenkins, Engineer of Materials & Research
J. E. Wilson, Assistant Engineer of Materials & Research
Robert Zitzewitz, Materials Office Engineer
Frank Hall, Design Engineer
Frank Turpin, Final Design Engineer
C. G. Swanson, Specifications Engineer

We are sorry that the actual demonstration time on the project was quite limited, due to moisture problems in the crushed aggregate which necessitated considerable down time at the asphalt concrete plant operation. However, we were able to observe and discuss the demonstration and methods and new equipment which you had available for asphalt concrete control of production and laydown.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
All those listed in letter

JHW:fw sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 28, 1970

In reply refer to: 08-35-EC/430.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Improved Quality Assurance Demonstration Project

Mr. Jerry Budwig, Regional Construction Engineer of our Region 15 office and project manager of the subject project, is scheduled to be in this area the week of November 2. He would like to meet with your personnel during this week to discuss the results of the demonstration on Oregon projects. ~~Tuesday~~, November 3, has been suggested in discussions with Mr. Walker for this meeting. We would appreciate confirmation of this date so we can notify Mr. Budwig.

RECEIVED
SEP 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Litchfield
Gallagher
Stein

RECEIVED
OCT 5 1970
CONSTRUCTION
DIVISION

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-200 (Rev.)—4M—4-66

I-80N-4(21)122

7399

STATE COPY G-3P

APPROVED EFFECTIVE DATE 8-7-70
Contingent upon modification of project agreement ~~G-3P~~ additional funds are required
BY
TITLE Engineering Coordinator
DATE 12-23-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Quinton-Arlington & Willow Creek

Date ~~October 6~~, 1970

Highway Columbia River

Contract No. 7399

County Gilliam

Prefix 611-1070-~~900~~

Contractor E. C. Hall Construction Co, G. L. Compton
J. C. Compton Co. & J. C. Compton

F. A. Project No. I-80N- 4(21)122 5(38)146

Address P.O. Box 86, McMinnville, Oregon 97128

Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install Transflex Expansion Joint Seals on the W. B. Willow Creek Bridge.

Location by station numbers: W. B. Sta. 581+50, 582+47, 583+45, & 584+42

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DEC 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 2,850.00
Equipment	800.00
Materials	11,350.00
Total	$15,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

After award of the contract it was decided to install Transflex Expansion Joint Seals. A. G. C. Rental and labor rates shall apply. Oregon 1970 Standard Specifications for Highway Construction as supplemented by Special Provisions will govern work. Installation and materials will be as per manufacturer's recommendations.

NOTED TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,045,774.10
Present estimate of project cost, including $15,000.00 for work under this order	$3,045,774.10
Expected under-run over-run amount	$0.00
Expected under-run over-run per cent	0%

Space to right of this line is for use of Salem Office

Sumbitted by: J. S. Sawyer Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approved ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~ Construction Engineer 12-28-70

RECEIVED
SEP 18 1970

I-80N [illegible]

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

7399

NPWCO-CA

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Edwards

10 September 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Johnson

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter dated 21 August 1970 which forwarded copies of Order for Extra Work No. 2 for your Contract No. 7399 to revise the abutments for the westbound Willow Creek bridge.

I hereby approve the Order for Extra Work and concur that the Corps of Engineers' estimated cost responsibility is increased $5,520.00 under this order.

orig to
Construction
9-17-70

Sincerely yours,

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

NOTED
A. E. JOHNSON

RECEIVED
SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-1 P (20.6%)
G-2 P (72.6%)
G-3 P (2.2%)
G-4 P (4.6%)

Project Name	Quinton - Arlington and Willow Creek	**Date**	July 15 1970
Highway	Columbia River	**Contract No.**	7399
County	Gilliam	**Prefix**	611-1070
Contractor	E. C. Hall Construction Co., G L Compton, J. C. Compton Co., and J. C. Compton	**F. A. Project No.**	I-80N-4(21)122 I-80N-5(38)146
Address	P.O. Box 86, McMinnville, Oregon, 97128	**Order No.**	1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: State participation in Flagging Costs.

APPROVED BY CONTRACTING OFFICER LETTER OF 27 AUG 70.

Location by station numbers:

Throughout entire project, Sta. 822+00 to 1665+23, 516+00 to 522+00, and 548+00 to 641+48

Estimate of quantities and cost:

Flagging (State's Share)	$23,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State participation in Flagging Costs as set forth in the Standard Specifications and Special Provisions for this contract. This was an extra anticipated item and funds were provided in the Original Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,045,774.10	
Present estimate of project cost, including $23,100.00 for work under this order	$3,045,774.10	
Expected under-run over-run amount	$ 0.00	
Expected under-run over-run per cent	0%	

Space to right of this line is for use of Salem Office

Sumbitted by: J. S. Sawyer Resident Engineer

Approval Recommended: Asst. Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~ Construction Engineer

State Printing 93002

[illegible]
AUG 19 1970
FOR FILING

I-80N-4(21) 2
7399

August 18, 1970

52

Harold L. Matthias, Major, CE
Walla Walla District
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Major Matthias:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project
OSHD Contract No. 7399

This is in reply to your letter of August 7 concerning problems related to settlement of abutments at the Willow Creek Bridge Reconstruction Project.

The removal and replacement of part of the abutment end wall to provide room for expansion will maintain the integrity of the completed bridge, and we are in agreement with you that this work is a Corps of Engineers' cost obligation.

The furnishing and placement of transflex expansion joint material is considered a betterment, and we concur with your judgment that this work should not be a Corps cost obligation.

Thank you for your consideration in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
J. S. Sawyer

FDM:ew sr

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Edwards

NPWCO-CA

7 August 1970

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Your Resident Engineer, Mr. Sawyer, has advised that a problem has arisen concerning the remedial work now being performed on the westbound bridge at Willow Creek. It is understood that after work had commenced under your Contract No. 7399 it was discovered that settlement of the abutments had resulted in their tipping toward the bridge girders. As a result of this movement, each of the girder ends is in contact with the abutment face or in such close proximity as to eliminate the space originally provided for expansion.

It is agreed that it is essential to maintain the required clearance for expansion. Mr. Sawyer has proposed that in lieu of the present plan for removal of the top 12 inches of the abutment end wall, the concrete in this wall would be removed down to the bottom of the bridge girders and the wall reconstructed at an offset to provide a minimum of 1 1/2 inches clear between the wall and the girder ends. This method appears feasible; however, since the design of this structure has been performed by the State, it is not known if the measures proposed will affect the stability and integrity of the completed bridge. If no such adverse effects will result, approval to make the change is granted.

The revised work will require a change to your Contract No. 7399, and it is agreed to be a Corps of Engineers cost obligation.

It was also proposed that new asphalt stops be provided at deck joints as the present system is considered by your forces to be unsatisfactory. I must decline to approve the Corps' participation in the cost of such

RECEIVED
AUG 12 1970
BRIDGE DIVISION

Johns

work as this situation develops from a deficiency in the original bridge, owned and furnished by the State, and bears no relation to John Day pool raising or any of the other factors causative of deferred construction.

Pursuant to Special Order No. 39, I have been designated as Contracting Officer for the period 4 through 7 August 1970.

Sincerely yours,

HAROLD L. MATTHIAS
Major, CE
Contracting Officer

Copy furnished:
Mr. J. S. Sawyer, Resident Engineer
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

RECEIVED
AUG 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1970
FOR FILING

I-80N-4(21)

7399

INSPECTION NO. ______

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of job Quinton-Arlington & Willow Creek Contract No. 7399

Highway Columbia River

Contractor J. C. Compton Date July 22, 1970

	Initial	)
X	Intermediate	)
	Final	)
	Special	)

Inspection Made by John H. Walker

REMARKS

Contractor working at the Willow Creek Bridge on the westbound lanes. Work to date is removal of the A. C. on the structure deck. Signing and traffic control at this area is good.

Grading work is in progress a t the Arlington Viewpoint and at the cut slope just westerly from the Viewpoint. Signing and traffic control is good at this area also.'

There was some work at the Long Canyon area south of the highway where the contractor is attempting to develop a quarry site. There is a possibility that a sufficient quantity of rock may not be available at this site.

At M.P. 127.4, which is just westerly from Blalock Canyon, contractor had 5 or 6 trucks and loader presumably to clean out fallout area prior to construction of fallout wall. Contractor appeared to be starting to work without any advance warning signs in the eastbound lanes. Sawyer's office was contacted by radio and advised that this should be checked out and no work should be in progress unless proper signing was in place. One flagman was at the area. Shortly after this, a pickup with signs was passed which may have been headed for this operation. All other areas were adequately signed and controlled.

NOTED
A. E. JOHNSON

RECEIVED
JUL 2
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Div. Engr. H. S. Coulter
Res. Engr. J. S. Sawyer
A. E. Johnson

John H Walker
Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 24 1970
FOR FILING

I-80N-4(21)[illegible]
7399

INSPECTION NO. c

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Quinton-Arlington & Willow Creek Contract No. 7399

Highway Columbia River

Contractor J. C. Compton Date July 22, 1970

_____ Initial)
X Intermediate)
_____ Final)
_____ Special)

Inspection Made by John H. Walker

REMARKS

Contractor working at the Willow Creek Bridge on the westbound lanes. Work to date is removal of the A. C. on the structure deck. Signing and traffic control at this area is good.

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NOTED
A. E. JOHNSON

RECEIVED
JUL 2
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Div. Engr. H. S. Coulter
Res. Engr. J. S. Sawyer
A. E. Johnson

John H Walker
Signed
John H. Walker, Field Construction Engineer

RECEIVED
JUL 9 - 1970

FOR FILING

I-80N-4(21)122
7399

July 9, 1970

E. C. Hall Construction Co.,
G. L. Compton, J. C. Compton Co.,
and John C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7399 for grading, paving, signing and illumination on the Quinton-Arlington and Willow Creek Sections of the Columbia River Highway in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: United Pacific Insurance Co., Portland & Tacoma
Seaboard Surety Company, San Francisco & New York
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
J. S. Sawyer

AUG 6 1970

I-80N-4(21)122

7399

Vit Journal

June 29, 1970

E. C. Hall Construction Co.,
G. L. Compton, J. C. Compton,
and J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your proposal for grading, paving, signing, and illumination on the Quinton-Arlington and Willow Creek Sections of the Columbia River Highway in Gilliam County for the sum of $2,675,254.76 and referred it to the State Highway Engineer with authority to award the contract as soon as approval is received from the Corps of Engineers and from the Bureau of Public Roads.

Those conditions were fulfilled and the State Highway Engineer on June 26, 1970, awarded you the project, which has been assigned Contract No. 7399.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin July 11, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures
bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
H. S. Coulter
J. S. Sawyer
William Geibel (SAIF)

RECEIVED
JUN 29 1970
FOR FILING

I-80N-4(21)146
7399

June 29, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of June 26, 1970, is requested in the award of contract for the Quinton-Arlington and Willow Creek Sections, Project Nos. I-80N-4(21)146 and I-80N-5(38)146.

The contractor receiving the award is E. C. Hall Const. Co., G. L. Compton, J. C. Compton Co., and J. C. Compton, in the amount of $2,675,254.76, with Contract No. 7399 assigned. This bid was received on June 4, 1970, and awarded June 26, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state contractor's operations.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

Bureau of Public Roads' Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

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JUN 2 1970
FOR FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klabok

REFERRED TO Adair
BY SECRETARY

NPWSU-PR

I-80N-4(31) 1 2
7377

22 June 1970

Re: Contract DA-45-164-CIVENG-61-103
Relocation of Oregon Highway
Facilities, John Day L&D

Oregon State Highway Division

Salem, Oregon 97310

Gentlemen:

As requested in your letter dated 16 June 1970, approval is hereby given to award a contract for grading, paving, and signing on the Quinton-Arlington and Willow Creek Sections of Interstate 80N on the John Day Lock and Dam Project, in the amount of $3,045,774.10, to E. C. Hall Construction Co., G. L. Compton, J. C. Compton Co., and J. C. Compton, acting as joint venturers. The Government's obligation is $1,824,444.55.

Since obligations under referenced contract are placed by fiscal year, funds for payments will be made available in accordance with Article 5 of the contract.

Sincerely yours,

Robert J. Giesen
ROBERT J. GIESEN
Colonel, CE
Contracting Officer

RECEIVED
JUN 2
OFFICE OF
STATE HIGHWAY ENGINEER

6-26-70

Copies:
REFERRED TO
Skoog - Young - Morgan
By Asst. State Hwy. Engr
Barkee

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JUN 25 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 17 1970
FOR FILING

I-80N-4(21)122
7399

June 16, 1970

District Engineer
U. S. Corps of Engineers
Building 602, County-City Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Quinton-Arlington and Willow Creek Sections
I-80N 4(21)122 : I-80N 5(33)146

Reference is made to the grading, paving, and signing contract on the Quinton-Arlington and Willow Creek Sections of Interstate 80N on the John Day Lock and Dam Project.

Bids for the work were received and read June 4, 1970 in accordance with Oregon State Highway Division procedures. E. C. Hall Construction Co., G. L. Compton, J. C. Compton Co., and J. C. Compton, as a joint venture, submitted the low bid which is substantially below the engineer's estimate. They are qualified contractors.

Enclosed is a copy of the contract quantities extended by the low bid unit amount. A tabulation of your obligation quantities and extended unit prices is also enclosed. Included in your obligation are the gross quantities and unit prices for the G-11 surfacing on the shoulders and raising of the median barrier and guardrail based upon agreed gross quantities and unit prices. The method of payment for these items, which are not contract bid items, is provided for in Supplemental Agreement No. 3 to Contract No. DA-45-164-CIVENG-61-103.

Under terms of Contract No. DA-45-164-CIVENG-61-103, costs for the work using contract bid prices are to be allocated as follows:

Total Contract Including 12½% Engineering and Contingencies	$3,045,774.10
Corps of Engineers Obligation	1,824,444.55
Oregon State Highway Division Obligation	$1,221,329.55

Your concurrence in award of this contract to E. C. Hall Construction Co., G. L. Compton, J. C. Compton Co., and J. C. Compton, as a joint venture, on the basis set forth is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Encs.

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
Floyd Query
J. F. Putnam

HIGHWAY 80-N LOCATION

QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

Quantity Summary and Cost Estimate
Total Contract

June 11, 1970

Item	Unit	Quantity	Unit Price	Amount
1. Furnishing Field Lab. Bldg.	Each	1	1,000.00	1,000.00
2. Railroad Protective Costs	Lump	All	-	1,200.00
3. Temp. Protec. & Direction of Traffic	Lump	All	-	40,000.00
ROADWORK				
4. Remove Structures & Obstructions	Lump	All	-	70,000.00
5. Ditch Excavation	Cu. Yd.	40	10.00	400.00
6. Embankment in Place	Cu. Yd.	32,683	1.50	49,024.50
7. Excavate Existing Surfacing	Sq. Yd.	14,251	0.40	5,700.40
8. Trench Excavation	Cu. Yd.	249	10.00	2,490.00
9. Finishing Roadbed and Slopes	Lump	All	-	12,000.00
10. Furnishing and Placing Topsoil	Cu. Yd.	4,015	1.50	6,022.50
11. Watering	M-Gal.	1,168	3.00	3,504.00
12. 1"-0 Aggregate Base	Ton	71,858	2.50	179,645.00
13. Class "B" Asphalt in Concrete Mix	Ton	233,111	4.60	1,072,310.60
14. Asphalt Cement in Mixture	Ton	15,115	30.00	453,450.00
15. Asphalt in Tack Coat	Ton	187	60.00	11,220.00
16. Concrete Shoulder Barrier	Cu. Yd.	282	110.00	31,020.00
17. Shoulder Barrier Backfill	Cu. Yd.	880	2.00	1,760.00
18. Class "A" Concrete in Wall	Cu. Yd.	87	110.00	9,570.00
19. 15-inch Culvert Pipe	Lin. Ft.	682	5.00	3,410.00

Item	Unit	Quantity	Unit Price	Amount
20. 18-inch Culvert Pipe	Lin. Ft.	153	6.00	918.00
21. 24-inch Culvert Pipe	Lin. Ft.	125	7.00	875.00
22. 36-inch Culvert Pipe	Lin. Ft.	75	15.00	1,125.00
23. 48-inch Culvert Pipe	Lin. Ft.	44	25.00	1,100.00
24. 15-inch Paved Culvert End Slopes	Each	17	100.00	1,700.00
25. 18-inch Paved Culvert End Slopes	Each	11	120.00	1,320.00
26. 24-inch Paved Culvert End Slopes	Each	7	140.00	980.00
27. 36-inch Paved Culvert End Slopes	Each	2	190.00	380.00
28. 48-inch Paved Culvert End Slopes	Each	2	350.00	700.00
29. 24-inch Pipe Riser Extension	Each	4	125.00	500.00
30. 36-inch Pipe Riser Extension	Each	7	170.00	1,190.00
31. Concrete Manholes	Each	2	750.00	1,500.00
32. Concrete Inlets, Type G-1	Each	2	210.00	420.00
33. Conc. Inlets, Type G-2MA Modified	Each	36	300.00	10,800.00
34. Special Inlets	Each	2	360.00	720.00
35. 6-inch Drain Pipe	Lin. Ft.	40	2.00	80.00
36. Guard Rail, Type 2	Lin. Ft.	385	2.00	770.00
37. Guard Rail, Type 2A	Lin. Ft.	97,237	2.48	241,147.76
38. Median Barrier	Lin. Ft.	57,168	4.00	228,672.00
39. Guard Rail Anchors	Each	84	225.00	18,900.00
40. Extra for Guard Rail Br. Connection	Each	22	100.00	2,200.00
41. Extra for Guard Rail Barrier Connec.	Each	8	50.00	400.00

Item	Unit	Quantity	Unit Price	Amount
42. Special Median Barrier Terminals	Each	2	650.00	1,300.00
43. Modify Existing Guard Rail	Lin. Ft.	5,508	0.50	2,754.00
44. 6-foot Chain Link Fence with Pickets	Lin. Ft.	682	4.50	3,069.00
45. Concrete Walks	Sq. Yd.	671	6.00	4,026.00
46. Aluminum Handrail	Lin. Ft.	18	20.00	360.00
47. Concrete Curbs	Cu. Yd.	47	75.00	3,525.00
48. Guide Posts, W-1	Each	732	7.50	5,490.00
49. Guide Posts, Y-2	Each	371	8.00	2,968.00
50. Salvage Culvert End Sections	Each	64	10.00	640.00
51. Adjusting Manholes	Each	14	225.00	3,150.00
52. Adjusting Boxes	Each	14	50.00	700.00
53. Litter Receptacles	Each	6	150.00	900.00
54. Metal Picnic Tables	Each	2	400.00	800.00
55. Viewpoint Shelter	Each	1	3,500.00	3,500.00
56. Picnic Table Shelter	Each	2	1,750.00	3,500.00
STRUCTURES				
57. Revise Willow Cr. Br., Westbound	Lump	All	-	30,000.00
SIGNING				
58. Remove Existing Sign Installations	Lump	All	-	2,000.00
59. Painted Wood Sign Posts	Lump	All	-	3,200.00
60. Sign Support Footings	Lump	All	-	12,000.00
61. Metal Sign Structures	Lump	All	-	35,000.00
62. Type 'A' and 'B' Signs in Place	Sq. Ft.	4,436.25	7.00	31,053.75

Item	Unit	Quantity	Unit Price	Amount
63. Type 'C', 'D', 'R' Signs in place	Sq. Ft.	1,191.24	4.10	4,884.08
64. Type 'E', 'F', 'G', 'M' Signs in Place	Sq. Ft.	357.70	4.70	1,681.19
65. Type 'U' Signs in Place	Sq. Ft.	46.32	7.75	358.98
66. Thermoplastic Pavement Markings	Each	8	90.00	720.00
Illumination				
67. Roadway Illum. Installation, Complete	Lump	All	-	47,550.00
	Subtotal			$2,675,254.76
Additional Anticipated Items				
Flagging	Lump	All	-	23,100.00
Seeding and Mulching	Lump	All	-	500.00
Place Selected Rock	Lump	All	-	1,000.00
Striping	Lump	All	-	7,500.00
	Subtotal			2,707,354.76
	+12-1/2% Engineering and Contingencies			338,419.34
	GRAND TOTAL		. . .	$3,045,774.10

HIGHWAY 80-N LOCATION

QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

Quantity Summary and Cost Estimate
Corps of Engineers Obligation

June 11, 1970

	Item	Unit	Quantity	Unit Price	Amount
1.	Furnishing Field Lab. Bldg.	Each	All	-	772.00
2.	Railroad Protective Costs	Lump	All	-	1,200.00
3.	Temp. Protec. & Direction of Traffic	Lump	All	-	31,360.00
4.	Excavate Existing Surfacing	Sq. Yd.	12,393	0.40	4,957.20
5.	Watering	M-Gal	421	3.00	1,263.00
6.	1"-0 Aggregate Base	Ton	25,958	2.50	64,895.00
7.	Class "B" Asphalt Concrete Mix	Ton	145,942	4.60	671,333.20
8.	Asphalt Cement in Mixture	Ton	9,457	30.00	283,710.00
9.	Asphalt in Tack Coat	Ton	106	60.00	6,360.00
10.	Adjusting Manholes	Each	14	225.00	3,150.00
11.	Adjusting Boxes	Each	14	50.00	700.00
12.	Revise Willow Cr. Br., Westbound	Lump	All	-	30,000
	SIGNING ITEMS				
13.	Remove Existing Sign Installations	Lump	All	-	1,720.00
14.	Painted Wood Sign Posts	Lump	All	-	2,368.00
15.	Sign Support Footings	Lump	All	-	10,320.00
16.	Metal Sign Structure	Lump	All	-	31,150.00
17.	Type 'A' and 'B' Signs in Place	Sq. Ft.	3,987.75	7.00	27,914.25
18.	Type 'C', 'D' & 'R' Signs in Place	Sq. Ft.	830.24	4.10	3,403.98
19.	Type 'E', 'F', 'G', 'M' Signs in Place	Sq. Ft.	316.45	4.70	1,487.31

Item	Unit	Quantity	Unit Price	Amount
20. Type 'U' Signs in Place	Sq. Ft.	40.69	7.75	315.35
21. Thermoplastic Pavement Markings	Each	6	90.00	540.00
Additional Items as per Agreement (Not Contract Quantities)				
Stone Leveling Course	Ton	29,319	2.50	73,297.50
Watering	M-Gal.	479	3.00	1,437.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	1,617	5.50	8,893.50
RC 250 Asphalt in Prime Coat	Ton	293	55.00	16,115.00
120-150 Asph. in Asph. Macadam	Ton	796	55.00	43,780.00
RS-2 Asphalt in Asphalt Macadam	Ton	222	60.00	13,320.00
Aggregate in Asphalt Macadam	Cu. Yd.	10,586	5.50	58,223.00
Raising Guard Rail	Lin. Ft.	75,606	1.75	132,310.50
Raising Median Barrier	Lin. Ft.	27,190	2.55	69,334.50
Raising Guard Rail Beam Only	Lin. Ft.	4,125	0.60	2,475.00
	Subtotal			$1,598,105.29
Anticipated Additional Items				
Flagging	Lump	All	-	17,833.20
Striping	Lump	All	-	5,790.00
	Subtotal			1,621,728.49
	+ 12-1/2% Engineering & Contingencies			202,716.06
	GRAND TOTAL . . .			$1,824,444.55

RECEIVED
JUN 17 1970
FOR FILING

I-80N-4(21)122
7399

June 15, 1970

E. C. Hall Constr. Co.,
G. L. Compton,
J. C. Compton Co.,
and J. C. Compton
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your bid in the amount of $2,675,254.76 on the Quinton-Arlington and Willow Creek Section of the Columbia River Highway in Gilliam County, which was the low bid received for that job on June 4, 1970.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval is received from the Corps of Engineers and from the Bureau of Public Roads. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
H. S. Coulter
J. S. Sawyer

P

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 12, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Wark

SUBJECT: Oregon Project I-80N-4(21)122, I-80N-5(37)208
Quinton-Arlington & Willow Creek Section
Columbia River Highway
PS&E Review

The plans and specifications for this project are generally complete and well done.

Approval for FAI participation has not been given in the full Interchange illumination at the Arlington Interchange shown in the PS&E. FAI funds can participate in partial illumination as described in our May 4, 1970 and July 7, 1966 memoranda.

5-15-70

REFERRED TO
Edwards - Barber
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
MAY 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Merchant
Discuss

NOTED
TOM EDWARDS

NOTED
L WALLACE

RECEIVED
MAY 18 1970
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 13, 1970

In reply refer to: 08-35-DA

I-80N-4(21)122
7399

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
Edwards

SUBJECT: Oregon I-80N-4(-)137
Quinton-Arlington Section
Arlington Interchange Illumination

The additional information submitted by Mr. Edwards' May 8 letter has been reviewed. The decision concerning FAI participation remains as indicated in my May 4 memorandum except that FAI funds participation is approved for approximately 4 additional luminaires on the eastbound offramp beyond the normal partial lighting in the exit area. These additional luminaires can reasonably be supported by the geometrics of the ramp and the adjacent rock bluff.

NOTED
TOM EDWARDS

copy- Merchant
5-14-70

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1240

RECEIVED
MAY 28 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-70

FEDERAL AID PROJECT NO.
I-80N-4(21)122 AND
I-80N-5(38)146

STATE PROJECT NO.

FROM:
MR. R. E. SIMPSON
DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
612 AND 613

COUNTY NAME
GILLIAM AND MORROW

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:
I-80N-4(21)122
7397

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 13, 1970	MAY 13, 1970	I-80N
		STATE ROUTE NUMBER QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

LIMITS OF AUTHORITY

AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,266.80 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) CONTRACTOR'S FLAGGING $5,266.80.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF OREGON'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young/wlenc.
5-27-70

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
MAY 13, 1970		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 11 1970
FOR FILING

I-80N-4(21) 122
7399

May 8, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 300
Salem, Oregon 97308

Dear Sir:

Re: Arlington Interchange
Illumination
Quinton-Arlington Section
Columbia River Highway
I-80N-4(-)137
Your File 08-35-DA

As discussed with you, I am again requesting approval of lighting at the Arlington Interchange. In addition to the previously submitted data, I quote from page 35 of "Highway Design and Operational Practices Related to Highway Safety" as follows:

> "...However, there are critical locations such as weaving areas, entrance and exit ramps and junctions that should be identified and illuminated with adequate lighting..."

In the past, we have pursued the policy that assumption of power costs by the local political subdivision should be considered a substantial contribution. This problem has become critical; the cities and counties have plead poverty and have refused to accept any responsibility for freeway to State Highway connection lighting. The most notable instance was the I-5 - I-205 interchange for which Washington County refused to accept the illumination costs. Oregon City refused to accept the cost of illumination on I-205 from Oregon City to Park Place. The cost of power on both of these was in turn assumed by the State Highway Division.

We feel it is critical that the interchange be lighted at Arlington. We do not feel that the city is in a financial position to accept such a financial burden. The population is 525; the expected yearly costs are $1,837 per year, for a total of $3.50 per year per capita. We do not feel placing a financial burden on these people is in keeping with the current policy of "be kind to people" which is being so widely espoused.

We have over past years attempted by all means available to us to secure approval of the Corps of Engineers for its full participation in this lighting system. A copy of the file is attached for your information. We believe the record clearly is on our side and that the Corps is liable. However, it has seen fit to do nothing but deny liability and the matter is of insufficient consequence to institute suit.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
Ivan Merchant (enc.)
L. H. Young (enc.)
V. E. Skoog (enc.)

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We have over past years attempted by all means available to us to secure approval of the Corps of Engineers for its full participation in this lighting system. A copy of the file is attached for your information. We believe the record clearly is on our side and that the Corps is liable. However, it has seen fit to do nothing but deny liability and the matter is of insufficient consequence to institute suit.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
Ivan Marchant (enc.)
L. H. Young (enc.)
V. E. Skoog (enc.)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 4, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-4(-)137
Columbia River Highway
Quinton-Arlington Section
Arlington Interchange Illumination

Mr. Merchant's April 22 letter states the illumination of the Interchange is justified on the basis of Case B-7 in the AASHO lighting guide. Approval cannot be given for the costly installation of full Interchange illumination at this location unless evidence is furnished that the local community has agreed to pay an appreciable portion of the cost of installation, maintenance, and operation of the lighting facilities as indicated under Case B-7.

Approval of partial Interchange illumination consisting of several luminaires in the exit and merge areas as described in our July 7, 1966 letter has previously been given. The status of Corps of Engineer participation in this lighting work needs clarification.

Copy - Crandall
Merchant
Young
Shroy

NOTED
TOM EDWARDS

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

File No.
Rd. No. 2 M.P.
City of
Streets
Rural Urban

Salem, Oregon 97310
April 1, 1970

Proposed Illumination
Arlington Interchange

I. D. Merchant
Bridge Engineer
BUILDING

Attention: L. L. Wallace

The following is a synopsis of information that has occurred involving the proposed illumination at the Arlington Interchange:

1. In May, 1966, the Highway Division attempted to obtain BPR approval for illumination. We were informed that it was a matter for consideration by the Army Engineers.
2. In February, 1966, the Highway Division contacted Colonel Giesen in an attempt to establish the lighting as a responsibility of the Corps.
3. We were turned down on March 13, 1969.
4. On March 31, 1969, we again contacted the Corps with new data indicating that the lighting should be a responsibility of the Corps.
5. We were again turned down by the Corps on April 9, 1969.
6. On May 8, 1969, we again contacted the Corps concerning a cooperative project.
7. On May 26, 1969, we were again turned down by the Corps.
8. On July 8, 1969, Mr. Edwards again transmitted a letter to Colonel Giesen requesting a reconsideration, and subsequent to that date, we have received no answer from the Corps.

I am also attaching a draft of a letter to Mr. Simpson once again attempting to obtain Interstate participation for the lighting. I transmit the latter information to you in case Mr. Edwards wishes to again try this route. Also attached are plans of the proposed illumination.

NOTED
R. L. SCHROEDER

NOTED
F. B. CRANDALL

L. E. George
Assistant Traffic Engineer

NOTED
BRUCE TAYLOR

NOTED
TRAFFIC CONTROL
ENGINEER

LEG:mk
Attachments

RECEIVED
1970

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

I-5CN-4(31)122

NPWEN-DB

7377

6 May 1970

Re: Contract No. DA-45-164-CIVENG-61-103, Quinton to Arlington Section & Willow Creek Unit, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letters of 23 April 1970 requesting funds available and 4 May 1970 which transmitted the proposed contract plans and detailed estimates, with bid item numbers and gross quantities for the proposed advertisement of the contract, "Final Grading, Paving, Signing, and Bridge Raise of Highway I80N, Quinton to Arlington Section and Willow Creek Unit, John Day Project."

As you know, funds have not yet been appropriated for Fiscal Year 1971. However, based on the amount which has been included in the President's Budget for John Day Lock and Dam, it is anticipated that the work can be financed according to the schedule proposed in your letter of 23 April 1970.

The quantities presented in your letter of 4 May 1970 have been reviewed and discussed between members of our respective staffs. Based on these discussions, a separate estimated monetary contribution by the Corps of Engineers for O-11 surfacing of the shoulders and raising of the median barrier and guardrail, all a part of the Corps of Engineers participation, will be a fixed sum of $486,426.99. This sum is based upon our agreed gross quantities and unit prices for work to be accomplished under the referenced agreement, as modified.

orig to Barbee
copy to Young
5-8-70

NOTE
F. B. KLA

NPWEN-DB   6 May 1970
Mr. Forrest Cooper

The proposed contract on the following listed items is approved:

No.	Item	Unit	Quantity
1	Furnishing Field Lab. building	Each	All
2	Railroad Protective Costs	Lump sum	All
3	Temp. Protec. & Direction of Traffic	Lump sum	All
4	Excavate existing surfacing	Sq.Yd.	12,393
5	Watering	M-Gal	421
6	1"-0 Aggregate base	Ton	25,958
7	Class "B" Asphalt concrete mix	Ton	145,942
8	Asphalt cement in mixture	Ton	9,457
9	Asphalt in tack coat	Ton	106
10	Adjusting manholes	Each	14
11	Adjusting boxes	Each	14
12	Revise Willow Cr. Br. Westbound	Lump sum	All
13	Remove existing sign installations	Lump sum	All
14	Painted wood sign posts	Lump sum	All
15	Sign support footings	Lump sum	All
16	Metal sign structure	Lump sum	All
17	Type "A" and "B" Signs in place	Sq.Ft.	3,987.75
18	Type "C", "D" & "R" Signs in place	Sq.Ft.	830.24
19	Type "E", "F", "G", & "H" Signs in pl.	Sq.Ft.	316.45
20	Type "U" Signs in place	Sq.Ft.	40.69
21	Thermoplastic pavement markings	Each	6

The originals of the contract plans have been signed and will be given to Mr. Donald Keyes. This letter will constitute approval to advertise the referenced work for construction bids.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

TRANSACTION NUMBERS 5-11 TO 5-14

ORM PR-41
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 5-5-70
BY (Signature) MR. YOUNG'S APRIL 28, 1970 LETTER	
TITLE PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 610 THRU 613

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
610	I-5-1(72)36	7.47	1,250,000	1,153,000	ROCK POINT - SEVEN OAKS	GRADE, DRAIN, HIGH TYPE PAVEMENT & MINOR SAFETY
611	I-5-2(67)59	9.08	1,895,000	1,747,000	JUMPOFF JOE CREEK-GRANTS PASS SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT, STRUCTURES, MINOR SAFETY WORK & REST AREA EXPANSION
.12	I-80N-4(21)122	15.98	3,167,000	931,700 (2,157,000 - CORPS OF ENGRS.	QUINTON-ARLINGTON	GRADE, DRAIN, HIGH TYPE PAVEMENT, MINOR SAFETY WORK, CONSTRUCT SCENIC OVERLOOK AREA & ILLUMINATION.
613	I-80N-5(38)146	2.37	391,600	271,000 (97,700 CORPS OF ENGINEERS)	WILLOW CREEK SECT.	HIGH TYPE PAVEMENT - MINOR SAFETY WORK & ADJUST STRUCTURE.

5.5.70

Klaus

ARKS (Division)

ON ITEMS 610 AND 611 THE DEPTH OF PAVEMENT OVERLAY ELIGIBLE FOR PARTICIPATION WITH INTERSTATE FUNDS IS LIMITED TO THREE (3) INCHES.

ITEMS 612 AND 613 ARE PROJECTS JOINTLY FINANCED WITH STATE, FEDERAL AID AND U. S. CORPS OF ENGINEER FUNDS.

I-80N-4(21)
7399

Young
5-7-70

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MAY 7

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MAY 8 - 1970
OR FI

RECOMMENDED DATE	SIGNATURE AND TITLE	DATE 5-5-70	APPROVED SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

F. B. Klaboe

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JUN 25 1970
FOR FILING

I-80N-4(31) 2
7379

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 5, 1970

SUBJECT: Right of Way Status
FAI Project
June 4 & 5, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above projects scheduled for contracting on the above date.

On the following projects all rights of way, rights of access, or rights of entry are acquired.

Quinton-Arlington and Willow Cr. Sec., Col River Hwy., Gilliam Co.: Pave, Str., Illum., Sign
Emigrant Ave. Intchge. Sec., Old Ore. Trail Hwy., Umatilla Co.: Rdsd. Impr.
Rock Point-Seven Oaks Sec., Pacific Hwy., Jackson Co.: Grade, Pave and Sign
West and South Pendleton Intchge. Sec., Old Ore. Trail Hwy., Umatilla Co.: Roadside Impr.

All the right of way on these projects involving occupied improvements was acquired and possession taken prior to August 23, 1968; consequently, the certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

D. H. Moehring
D. H. MOEHRING
Right of Way Engineer

JRO:GZ
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

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MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*62475-734

RECEIVED
MAY 5 - 1970
FOR FILING

I-80N-4(21)122
7399

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

May 4, 1970

Dear Sir:

Reference is made to the proposed paving by the Oregon State Highway Division of the Quinton-Arlington and Willow Creek Sections of Interstate Highway 80-N in which you share construction obligations as part of the John Day Lock and Dam Project.

The base design that will be constructed is different than the design used under the terms of Contract No. DA-45-164-CIVENG-61-103. The contract called for a modified 0-11 oil mat on the shoulder area with four (4) inches of asphaltic concrete on the travel lanes and two (2) inches of asphaltic concrete in the median area with two (2) inches of leveling material. The contract that will be let for the construction will have four (4) inches of asphaltic concrete on the shoulder areas, travel lanes, and median area where it is an 8.4-foot median. Because of this change in base design the items for the 0-11 oil mat will not appear as bid items in the contract; therefore, the following item unit prices will have to be agreed on:

Stone Level Course	$ 2.95 per ton
Watering	3.00 per M-gal.
3/4"-0 Aggregate in Prime Coat	5.50 per cu.yd.
RC-250 Asphalt in Prime Coat	55.00 per ton
120-150 Asphalt in Asphalt Macadam	55.00 per ton
RS-2 Asphalt in Asphalt Macadam	60.00 per ton
Aggregate in Asphalt Macadam	5.50 per cu.yd.

There are three other items that will not be bid items on the contract and will have to be agreed on. The following are the items and unit prices:

Raising Guard Rail	$1.75 per lin.ft.
Raising Median Barrier	2.55 per lin.ft.
Raising Guard Rail (Rail Only)	0.60 per lin.ft.

This work is made necessary because of settlement. Under this contract additional work, due to new safety standards, will be done. The additional work is a State obligation and will be done under bid items "Guard Rail, Type 2A" and "Reconstruct Median Barrier."

Application is hereby made by the Oregon State Highway Division of the State of Oregon at Salem, Oregon, for approval by the District Engineer, Corps of Engineers, of plans, specifications, and quantities for the referenced section to be advertised for bidding.

Enclosed you will find the original drawings of the contract plans, specifications, and detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this work are to be allocated as follows:

Total Contract including 12-1/2% Engineering and Contingencies	$3,924,487.88
Total Corps of Engineers Obligation	2,098,579.77
Total Oregon State Highway Division Obligation	$1,825,908.11

Your early attention to this matter would be greatly appreciated so we may meet our contract schedule.

Very truly yours,

cc: L.H. Young
V.E. Skoog
D. J. Barbee
H. S. Coulter

Forrest Cooper
State Highway Engineer

Enclos.

HIGHWAY 80-N LOCATION
QUINTON-ARLINGTON AND WILLOW CREEK SECTIONS

Quantity Summary and Cost Estimate
Corps of Engineers Obligation

May 4, 1970

Item	Unit	Quantity	Unit Price	Amount
1. Furnishing Field Lab. Building	Each	All	-	772.00
2. Railroad Protective Costs	Lump Sum	All	-	200.00
3. Temp. Protec. & Direction of Traffic	Lump Sum	All	-	29,730.90
4. Excavate Existing Surfacing	Sq. Yd.	12,393	0.55	6,816.15
5. Watering	M-Gal.	421	3.00	1,263.00
6. 1"-0 Aggregate Base	Ton	25,958	2.95	76,576.10
7. Class "B" Asphalt Concrete Mix	Ton	145,942	5.95	868,354.90
8. Asphalt Cement in Mixture	Ton	9,457	33.00	312,081.00
9. Asphalt in Tack Coat	Ton	106	60.00	6,360.00
10. Adjusting Manholes	Each	14	100.00	1,400.00
11. Adjusting Boxes	Each	14	50.00	700.00
12. Revise Willow Cr. Br. Westbound	Lump Sum	All	-	25,000.00
SIGNING ITEMS				
13. Remove Existing Sign Installations	Lump Sum	All	-	490.00
14. Painted Wood Sign Posts	Lump Sum	All	-	1,810.82
15. Sign Support Footings	Lump Sum	All	-	6,665.40
16. Metal Sign Structure	Lump Sum	All	-	28,110.02
17. Type "A" and "B" Signs in Place	Sq. Ft.	3,987.75	9.00	35,889.75
18. Type "C", "D" & "R" Signs in Place	Sq. Ft.	830.24	5.50	4,566.32
19. Type "E", "F", "G" & "M" Signs in Pl.	Sq. Ft.	316.45	5.50	1,740.47

	Item	Unit	Quantity	Unit Price	Amount
20.	Type "U" Signs in Place	Sq. Ft.	40.69	6.75	274.66
21.	Thermoplastic Pavement Markings	Each	6	100.00	600.00
	Additional Items as per Agreement (Not Contract Quantities)				
	Stone Leveling Course	Ton	29,319	2.95	86,491.05
	Watering	M-Gal.	479	3.00	1,437.00
	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	1,617	5.50	8,893.50
	RC 250 Asphalt in Prime Coat	Ton	293	55.00	16,115.00
	120-150 Asph. in Asph. Macadam	Ton	796	55.00	43,780.00
	RS-2 Asphalt in Asph. Macadam	Ton	222	60.00	13,320.00
	Aggregate in Asph. Macadam	Cu. Yd.	10,586	5.50	58,223.00
	Raising Guard Rail	Lin. Ft.	75,606	1.75	132,310.50
	Raising Median Barrier	Lin. Ft.	27,190	2.55	69,334.50
	Raising Guard Rail Beam Only	Lin. Ft.	4,125	0.60	2,475.00
		Subtotal			$1,841,781.04
	Anticipated Additional Items				
	Flagging	Lump	All	-	17,833.20
	Striping	Lump	All	-	5,790.00
		Subtotal			$1,865,404.24
		+12-1/2% Engineering & Contingencies			233,175.53
		GRAND TOTAL		. . .	$2,098,579.77

HIGHWAY 80-N LOCATION

QUINTON-ARLINGTON and WILLOW CREEK SECTIONS

Quantity Summary and Cost Estimate
Total Contract

	Item	Unit	Quantity	Unit Price	Estimate
1.	Furnishing Field Laboratory Bldg.	Each	1	1,000.00	1,000.00
2.	Railroad Protective Costs	Lump Sum	All		200.00
3.	Temporary Protection and Direction of Traffic	Lump Sum	All		37,941.63
	ROADWORK				
4.	Removal of structures and obstructions	Lump Sum	All		160,000.00
5.	Ditch excavation	Cu. Yd.	40	10.00	400.00
6.	Embankment in Place	Cu. Yd.	32,683	2.50	81,707.50
7.	Excavate Existing Surfacing	Sq. Yd.	14,251	0.55	7,838.05
8.	Trench Excavation	Cu. Yd.	249	10.00	2,490.00
9.	Finishing Roadbed and Slopes	Lump Sum	All		13,500.00
10.	Furnishing and Placing Topsoil	Cu. Yd.	4,015	4.00	16,060.00
11.	Watering	M-Gal	1,168	3.00	3,504.00
12.	1"-0 Aggregate Base	Ton	71,858	2.95	211,981.10
13.	Class "B" Asphalt Concrete Mixture	Ton	233,111	5.95	1,387,010.45
14.	Asphalt Cement in Mixture	Ton	15,115	33.00	498,795.00
15.	Asphalt in Tack Coat	Ton	187	60.00	11,220.00
16.	Concrete Shoulder Barrier	Cu. Yd.	282	130.00	36,660.00
17.	Shoulder Barrier Backfill	Cu. Yd.	880	2.00	1,760.00
18.	Class "A" Concrete in Wall	Cu. Yd.	87	95.00	8,265.00
19.	15-inch Culvert Pipe	Lin. Ft.	682	4.75	3,239.50
20.	18-inch Culvert Pipe	Lin. Ft.	153	5.95	910.35

Quinton-Arlington and Willow Creek Section
Total Contract
Quantity Summary and Cost Estimate

Item	Unit	Quantity	Unit Price	Estimate
21. 24-inch Culvert Pipe	Lin. Ft.	125	8.75	1,093.75
22. 36-inch Culvert Pipe	Lin. Ft.	75	15.00	1,125.00
23. 48-inch Culvert Pipe	Lin. Ft.	44	27.00	1,188.00
24. 15-inch Paved Culvert End Slopes	Each	17	90.00	1,530.00
25. 18-inch Paved Culvert End Slopes	Each	11	110.00	1,210.00
26. 24-inch Paved Culvert End Slopes	Each	7	135.00	945.00
27. 36-inch Paved Culvert End Slopes	Each	2	175.00	350.00
28. 48-inch Paved Culvert End Slopes	Each	2	280.00	560.00
29. 24-inch Pipe Riser Extension	Each	4	225.00	900.00
30. 36-inch Pipe Riser Extension	Each	7	275.00	1,925.00
31. Concrete Manholes	Each	2	375.00	750.00
32. Concrete Inlets Type G-1	Each	2	150.00	300.00
33. Concrete Inlets, Type G-2MA Modified	Each	36	275.00	9,900.00
34. Special Inlets	Each	2	300.00	600.00
35. 6-inch Drain Pipe	Lin. Ft.	40	2.50	100.00
36. Guard Rail, Type 2	Lin. Ft.	385	2.95	1,135.75
37. Guard Rail, Type 2 A	Lin. Ft.	97,237	4.00	388,948.00
38. Median Barrier	Lin. Ft.	57,168	5.00	285,840.00
39. Guard Rail Anchors	Each	84	250.00	21,000.00
40. Extra for Guard Rail Bridge Connection	Each	22	175.00	3,850.00
41. Extra for Guard Rail Barrier Connection	Each	8	175.00	1,400.00

Quinton-Arlington and Willow Creek Section
Total Contract
Quantity Summary and Cost Estimate

	Item	Unit	Quantity	Unit Price	Estimate
42.	Special Median Barrier Terminals	Each	2	575.00	1,150.00
43.	Modify Existing Guard Rail	Lin. Ft.	5,508	0.60	3,304.80
44.	6' Chain Link Fence with Pickets	Lin. Ft.	682	6.00	4,092.00
45.	Concrete Walks	Sq. Yd.	671	6.00	4,026.00
46.	Aluminum Handrail	Lin. Ft.	18	20.00	360.00
47.	Concrete Curbs	Cu. Yd.	47	65.00	3,055.00
48.	Guide Posts, W-1	Each	732	8.00	5,856.00
49.	Guide Posts, Y-2	Each	371	8.50	3,153.50
50.	Salvage Culvert End Sections	Each	64	10.00	640.00
51.	Adjusting Manholes	Each	14	100.00	1,400.00
52.	Adjusting Boxes	Each	14	50.00	700.00
53.	Litter Receptacles	Each	6	75.00	450.00
54.	Metal Picnic Tables	Each	2	800.00	1,600.00
55.	Viewpoint Shelter	Each	1	4,500.00	4,500.00
56.	Picnic Table Shelter	Each	2	2,000.00	4,000.00
	STRUCTURES				
57.	Revise Willow Creek Bridge Westbound	Lump Sum	All		25,000.00
	SIGNING				
58.	Removal of Existing Sign Installations	Lump Sum	All Req'd.		570.50
59.	Painted Wood Sign Posts	Lump Sum	All Req'd.		2,438.26
60.	Sign Support Footings	Lump Sum	All Req'd.		7,729.50
61.	Metal Sign Structures	Lump Sum	All Req'd.		31,616.95
62.	Type "A" and"B" Signs in Place	Sq. Ft.	4436.25	9.00	39,926.25

Item	Unit	Quantity	Unit Price	Estimate
63. Type "C", "D" and "R" Signs in Place	Sq. Ft.	1,191.24	5.50	6,551.82
64. Type "E", "F", "G" and "M" Signs in Place	Sq. Ft..	357.70	5.50	1,967.35
65. Type "U" Signs in Place	Sq. Ft.	46.32	6.75	312.66
66. Thermoplastic Pavement Markings	Each	8	100.00	800.00
Illumination				
67. Roadway Illumination Installation Complete	Lump Sum	All		92,000.00
	Sub Total			$3,456,333.67
Additional Anticipated Items:				
	Flagging			23,100.00
	Seeding and Mulching			500.00
	Place Selected Rock			1,000.00
	Striping			7,500.00
	Total			$3,488,433.67
	+12 1/2% Engineering and Contingencies			436,054.21
	Grand Total			$3,924,487.88

RECEIVED
MAY 4 - 1970
FOR FILING

I-80N-4(21)122
7399

April 28, 1970

Mr. [illegible]
Division Engineer
Bureau of Public Roads
[illegible]
[illegible] 97301

Dear Sir:

We are submitting [illegible] data for four Interstate Federal Aid projects, Item Nos. [illegible] through [illegible], which we desire to have included in the Federal Aid Interstate Highway Program.

Each of these projects contains safety improvement work as covered under the [illegible] February 1967 report "Highway design and operational practices related to highway safety". The PR 13.4 forms as required by [illegible] are enclosed for each project.

A copy of State and District Clearinghouse approval is enclosed for each project when applicable.

Very truly yours

Forrest Cooper
State Highway Engineer

By

R. N. [illegible]
Project and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-28-70

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N Heppner Interch. E. 2.37 Mi. 21 65	**ADT**	PRESENT 4,400	FUTURE 8,200 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) High-Type Pave., Guardrail, One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL-AID I-80

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N Heppner Interch. E. 2.37 Mi.			
5					**ROW**					
5					**CONST** (CODE) 6203 Safety		(Willow Creek Sec.)	2.37	371,600 20,000	252,600 18,400

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.37	391,600	271,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

Additional Data: Items I-151B, I-306, I-3
I-80N-5(8)145, I-80N-5(9)145, I-80N-5(13)1
State and District (twelve) Clearinghouses
respectively. Design approval given per B

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 4,400	FUTURE 8,200 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)

ITEM NO. 613 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) I- 14 23	NUMBER 80-5 7	SEQ. NO. (38) 13	I. Projects Only: POST MI. 146 (24) (26)	DESIG. N 27

COUNTY NAME: Gilliam and Morrow 021 CODE 049 (14) (16)

ROUTE NO. I FEDERAL-AID I-80N (32) STATE 2 (36) (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(54) (58)	(59) (66)	(67) (76)		
ch.					
					(U.S. Corps of Engrs.)
		371,600	252,600	21,300	97,700
	2.37	20,000	18,400	1,600	
	2.37	391,600	271,000	22,900	97,700
		(16) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK *(Full description)*

Final A.C. pave. to provide ultimate 4-12' lanes (W.B. lanes 4", 0.55 mi.; E.B. lanes 2½", 1.74 mi.) with 10'R & 6'L shldrs., median var.; Inst.& adj. guardrail and const. median berms. Raise W.B. str. over Willow Cr. (length 345', H.C. 30').

ROW-500' Normal; Access Control-Full; Park. Restrictions-Complete.

REMARKS

Additional Data: Items I-151B, I-306, I-312, I-354, I-368 & I-422; Projects I-80N-5(6)145, I-80N-5(8)145, I-80N-5(9)145, I-80N-5(13)145, I-80N-5(14)145 & I-80N-5(19)145 respectively. State and District (twelve) Clearinghouses approval given March 17, 1970 and April 3, 1970 respectively. Design approval given per BPR Memorandum of April 8, 1970. -OVER-

USCOMM DUSCOMM-DC 48905-P61

WILLOW CREEK SECTION

Additional Data: - Continued

Roadway Type Code - 6203:

Construction of final A.C. pavement (W.B. lanes 4", 0.55 mi.; E.B. lanes 2½", 1.74 mi.) on existing four 12' lanes with 10'R and 6'L shoulders and variable median. Raise W.B. structure over Willow Creek, length 345', H.C. 30'.

Structure Type Code - X081:

Safety Improvement:

Installing and adjusting guardrail. (Guardrail approach ends to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing ends are to be anchored to the ground and in the median area buried in median berms. Post spacing will be decreased from the present spacing and the rail element blocked out from the posts.) Const. median berm around bridge columns in median at the Heppner Intchge. Undercrossing. Estimated Cost - - - - - - - - - - $20,000.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID P**
DATE SUBMITTED TO W.O.	4-28-70	(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N Quinton to Arlington 21 65	**ADT**	PRESENT 4,500	FUTURE 8,300 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave. & Illum. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
5										
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		I-80N Quinton to Arlington			
5					**ROW**		(Quinton-Arlington Section)			
5					**CONST** **(CODE)** 6203 Safety			15.98	2,847,000 320,000	636,500 295,200
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	15.98	3,167,000	931,700
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (3

Additional Data: Items I-116, I-133, I-278
I-80N-4(2)112, I-80N-4(3)112, I-80N-4(9)13
I-80N-4(17)112 & I-80N-4(19)112 Safety resp
design approval and scenic overlook approva
August 7, 1969 and April 13, 1965 respectiv

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8-70

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT (65) 4,500	FUTURE (66) 8,300 (70)	YEAR (71) 90 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 042 (9)
ITEM NO. (14) 612 (16)							

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER
PREFIX LETTER(S) 14 I- 23
NUMBER 7 80-4
SEQ. NO. (21) 13

I. Projects Only
POST MI. (24) 122 (26)
DESIG. N 27

COUNTY NAME Gilliam
CODE (14) 021 (16)

ROUTE NO. I
FEDERAL-AID I-80N (32)
STATE 2 (36)
U.S. (37) I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., dr., 4-12' lanes H.T. pave. with 10'R & 6'L shldrs., median Var. (8.4' min.). Install & revise guardrail, median barrier, signing & flatten slopes. Const. scenic overlook area. Illum. at Arlington Interchange.
	2,847,000	636,500	53,500	(U.S. Corps of Engrs.) 2,157,000	
15.98	320,000	295,200	24,800		ROW-250' Normal; Access Control-Full; Park. Restrictions-Complete.
15.98	3,167,000 (16) (23)	931,700 (24) (33)	78,300	2,157,000	

REMARKS

Additional Data: Items I-116, I-133, I-278, I-301, I-327, I-381, I-389 & I-508D; Proj. I-80N-4(2)112, I-80N-4(3)112, I-80N-4(9)130, I-80N-4(11)120, I-80N-4(13)130, I-80N-4(15)120, I-80N-4(17)112 & I-80N-4(19)112 Safety respectively. Clearinghouse review not required, project design approval and scenic overlook approval given per BPR Memorandums of February 19, 1970, August 7, 1969 and April 13, 1965 respectively.

-OVER-

QUINTON-ARLINGTON SECTION

Additional Data: - Continued

Roadway Type Code - 6203:

Construction of final 4" A.C. pavement on existing four 12' lanes with 10'R and 6'L shoulders and variable median (8.4' min.). Construction of scenic overlook area consisting of grading, paving, curbs, walks, topsoil, benches, picnic tables and sun shelter. Installation of illumination at the Arlington Interchange.

Safety Improvement:

Consists of grading (embankment-in-place) to ease slopes, installing and adjusting drainage structures, guardrail and median barrier. (Guardrail approach ends are to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing ends of the guardrail and median barrier are to be anchored to the ground and in the median area buried in median berms. On both guardrail and median barrier installations the post spacing will be decreased from the present spacing and the rail element blocked out from the posts.) Replace or modify existing sign posts to breakaway type.
Estimated Cost - - - - - - - - - $320,000.

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I-80N-4(21)152
7379

April 23, 1970

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Project John Day Dam

Your letter of January 22 indicated reserves of $11,800,000 for expenditure on this project through June 30, 1970. It appears, barring unforeseen contingencies, that this amount will be sufficient to finance the work presently under contract which is tentatively scheduled for completion in August of 1970.

It is now planned to let a contract which will include the last unit of work involving Corps of Engineers' participation. This is the Quinton-Arlington and Willow Creek Unit, scheduled for a June 4 letting with completion sometime during the third quarter of calendar year 1971. Corps of Engineers' participation in this work is estimated at approximately $2,300,000, as shown on the attached Summary and Cost Estimate.

Please advise as to funding available for the work outlined and indicate approval of the June 4 letting date. If sufficient funds are not available, the letting of this final unit of work may be changed to coincide with the availability of funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. E. Skoog
L. H. Young
D. J. Barbee

RWE:ia srb

Attachment

O GON STATE HIGHWAY DEPARTM T Corps of Eng'rs Shore
QUANTITY SUMMARY & COST ESTIMATE Sheet ______ of ____ Sheets

Section Quinton-Arlington & Willow Creek Unit Preliminary Estimate
Highway ______ County ______ Prefix ______
Length ____ Designer Davies Draftsman ______ Date April 8, 1970

Grading and Surfacing Items

PRELIMINARY COPY
SUBJECT TO CHANGE

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Prot. & Dir. of Traffic	All			All		$18,000
Excavate Existing Surfacing	Sq. Yd.	53,209	5321	58,530	0^{55}	29,265
Watering	M-Gal	818	82	900	3^{00}	2,700
Stone leveling Course	Ton	50,252	5025	55,277	2^{95}	163,067
Asphalt in Tack Coat	Ton	97	10	107	60^{00}	6,420
Cl. "B" Asph Conc. Mixture	Ton	118,214	11,821	130,035	5^{95}	773,708
Asph. Cement in Mixture	Ton	6501	650	7,151	33^{00}	235,983
3/4" - 0 Aggr. in Prime	Cu. Yd.	1470	147	1,617	5^{50}	8,894
R.C. 250 Asph in Prime	Ton	266	27	293	55^{00}	16,115
20-150 Asph. in Asph. Macadam	Ton	724	72	796	55^{00}	43,780
RS-2 Asph. in Asph. Macadam	Ton	202	20	222	60^{00}	13,320
Aggregates in Asph. Macadam	Cu. Yd.	9624	962	10586	5^{50}	58,223
Adjusting Manholes	each	12	1	13	100^{00}	1,300
Adjusting Boxes	each	13	1	14	35^{00}	490
Raising Guard Rail	Lin. ft.	68,179	6,818	74,997	4^{00}	299,988
Raising Guard Rail Beam only	Lin. ft.	3750	375	4,125	0^{60}	2,475
Raising Median Barrier	Lin. ft	24,718	2,472	27,190	5^{00}	135,950

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SUBJECT TO CHANGE

PRELIMINARY COPY
SUBJECT TO CHANGE

Total $1,809,678

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Corps of Eng'rs' Share

Sheet ____ of ____ Sheets

Section Quinton-Arlington & Willow Creek Unit Preliminary Estimate
Highway Columbia River County Gilliam Prefix ____
Length ____ Designer Davies Draftsman ____ Date April 8, 1970
Signed ____ Title ____

Grading & Drainage		$
Surfacing		$1,809,678
Extra Work		
Flagging	$22,000–	
Signing	$47,500	
Total Extra Work		$69,500
TOTAL		$1,879,178
+ 20% Engineering and Contingencies		$375,836
Structures		
Raise Willow Creek W.Brd. Structure	$15,000	
Total Structures		$15,000
Right of Way		$
Total Estimated Cost		$2,270,014

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APR 27 1970
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-4(31) 22

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171
7399

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Attention: Mr. Herbert A. Schell, Jr.

Dear Mr. Simpson:

Re: Quinton-Arlington Section
Columbia River Highway
Gilliam County
Arlington Interchange Illumination

Attached are two prints each of Drawing Nos. 2097 and 2098, which are the plans for the illumination of the above subject interchange.

Justification for the illumination of this interchange is based on Case B-7 of AASHO publication entitled "An Informational Guide for Roadway Lighting", dated March 1969.

As is shown on the attached drawings it is proposed to illuminate the interchange legs on this project with 700 watt luminaires mounted at 50 feet on break away poles. The illumination is designed for an average maintained value of 0.8 foot candle with a uniformity ratio of 2:1 to 4:1.

The physical location of this interchange in the canyon, and the fact that the city of Arlington is hiden from view until you are past the exit ramps, makes it desirable to illuminate the exit ramps. This will enable the motoring public to be aware of the ramp exits and enable him to make his decision safely. The entrance ramps should also be illuminated so that the through traffic will be aware of the merging traffic, as the ramps come on from below and are not visible until they are ready to merge.

The estimated cost for this project is $103,500, which includes an allowance for engineering and contingencies.

NOTED
TOM EDWARDS

These drawings are being sent to you with a request for approval. Please return one set of prints with your approval and/or comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

DOC:SMD
Attachments
cc
✓Tom Edwards
L. H. Young
V. E. Skoog
L. E. George
D. O. Christensen

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APR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-4(21)122
7399

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1969

FOR FILE

I-80N-4(21)122
7399

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 7, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-4(-)122 Safety (Pave and Sign)
Quinton-Arlington Section
Columbia River Highway
Gilliam County

I concur that design approval has been given for a pavement overlay. I also concur that design approval has been given for the safety work as the design concepts of the "yellow book" have been approved by Public Roads. Approval of the extent of "yellow book" work to be done is considered a detail design consideration and will be considered at a later date.

Our design approval did not include a specific depth of pavement overlay. Approval of depth will be given after a review of your pavement design analysis.

No further action is required under Paragraph 10 of PPM 20-8.

8-12-69
REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
AUG 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 9 - 1969
FOR FILING

I-80N-4(21)122
7399

July 8, 1969

7548
7416
7327

Colonel Robert J. Giesen
Contracting Officer
Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Colonel Giesen:

In November of 1948, the Oregon State Highway Commission by resolution action designated various sections of Oregon's highway system as "throughways" and defined them as sections over which full rights of restricted access would be exercised. US30 at Arlington was located in a section so designated. These routes later became the routes of the Interstate Highways.

The standards for these sections included many two-lane, two-way highways with interchanges. We have previously sent you data indicating that the Highway Commission's standards included illumination on these facilities. The public law under which US30 was relocated through Arlington is in our mind quite clear. It states in principle that the water way project (in this case, the John Day Dam) shall bear the cost of a reconstruction of the highway to the standards which the State was using at that time.

I believe the record clearly shows what the State of Oregon's standards were at that time and we again request that the Corps consider participating in an illumination project involving one-half of the existing interchange at Arlington.

Very truly yours,

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LEG:mk/TE:ja

THROUGHWAYS & RIGHT OF ACCESS FILE NO. 5

RESOLUTION

WHEREAS, the Highway Commission, in accordance with the provisions of Chapter 4, Oregon Laws 1947, is authorized and empowered "to lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways which shall be known as throughways", as that term is defined in this act, and

WHEREAS, a throughway, the location, construction and maintenance of which, is authorized by said law, is defined therein as follows:

> "For the purposes of this act a throughway is defined as a highway or street especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view by reason of the fact that their property abuts upon such throughway or for any other reason.",

and

WHEREAS, said law with respect to powers vested in the Highway Commission, declares that:

> "Any relocated section of an existing highway and such portions of existing highways which at the time the same are designated as throughways have less than ten commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway may be designated and constructed as or converted into a throughway by the highway commission.",

and

WHEREAS, the Commission has caused to be prepared and filed in the office of the Highway Commission at Salem, Oregon, a complete analysis and disclosure of all sections of the highways hereinafter named and defined, which highways or sections of highways on the date of this resolution, to-wit: on the 3rd day of November, 1948, have less than ten commercial businesses abutting thereon in any one mile, catering to the motoring public, and the portions and sections of said highways which have abutting thereon

APPROVED [illegible] COMMISSION
DATE November 3, 1948

ten or more commercial businesses per mile catering to the motoring public, and

WHEREAS, the Highway Engineer has caused such study and examination to be made, and has filed in the office of the Highway Commission at Salem, Oregon, his written report of such studies, examination and disclosure, and has likewise caused to be prepared and filed in said office a complete set of maps on which are shown the highways hereinafter named and the sections of said highways on which there are, on the date of the adoption of this resolution, ten or more commercial businesses abutting thereon catering to the motoring public in any one mile of such existing highway or sections thereof, and

WHEREAS, the Commission does hereby, after due consideration, find and declare that for the purpose of preserving human lives and minimizing property damage, the safe and convenient transportation of persons and property by motor vehicle, and the safety and welfare of the public generally, the highways or sections of highways hereinafter designated and defined, should be selected, adopted, classified, constructed, maintained and operated as throughways, as said term is defined in said law.

NOW, THEREFORE, Be it and it hereby is resolved, declared and ordered by this Commission, as follows:

1. That the following named and designated existing highways and/or sections thereof, and any relocated part or section of any one of said highways shall be, and the same hereby are selected, designated and established as throughways, and from and after the date of this resolution said highways and all parts thereof shall, when located, reconstructed or otherwise permanently improved be relocated, constructed and reconstructed as

throughways, as said term is defined in said law.

2. The highways, sections and units thereof which hereby are selected, designated and adopted as throughways within the meaning and purpose of said act, are these:

Pacific Highway East, 1E, concerning and with respect to which 9 maps have been prepared and filed, which maps are herein identified as Group 1.

Pacific Highway West, 1W, concerning and with respect to which 7 maps have been prepared and filed, which maps are herein identified as Group 2.

✓ Pacific Highway, #1, concerning and with respect to which 13 maps have been prepared and filed, which maps are herein identified as Group 3.

Columbia River Highway, #2, Rainier to Washington Line, concerning and with respect to which 18 maps have been prepared and filed, which maps are herein identified as Group 4. ✓

The Dalles-California Hwy., #4, Sherman Hwy. Jct.-California Line, concerning and with respect to which 20 maps have been prepared and filed, which maps are herein identified as Group 5.

The Old Oregon Trail, #6, Stanfield to Idaho Line, concerning and with respect to which 15 maps have been prepared and filed, which maps are herein identified as Group 6. ✓

Central Oregon Highway, #7, concerning and with respect to which 17 maps have been prepared and filed, which maps are herein identified as Group 7.

Oregon-Washington Highway, #8, Milton-Washington Line, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 8.

Oregon Coast Highway, #9, Astoria-Coquille, concerning and with respect to which 22 maps have been prepared and filed, which maps are herein identified as Group 9.

Santiam Highway, #16, Santiam Jct.-Sisters, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 10.

McKenzie-Bend Highway, #17, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 11.

Willamette Highway, #18, concerning and with respect to which 6 maps have been prepared and filed, which maps are herein identified as Group 12.

Redwood Highway, #25, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 13.

Mt. Hood Loop Highway, #26, Portland-Wapinitia Jct., concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 14.

Salem-Dallas Highway, #30, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 15.

Wilson River Highway, #37, concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 16.

Salmon River Highway, #39, concerning and with respect to which 4 maps have been prepared and filed, which maps are herein identified as Group 17.

Sherman Highway, #42, concerning and with respect to which 3 maps have been prepared and filed, which maps are herein identified as Group 18.

Wapinitia Highway, #44, Wapinitia Jct.-Bear Springs Jct., concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 19.

Sunset Highway, #47, concerning and with respect to which 8 maps have been prepared and filed, which maps are herein identified as Group 20.

West Portland-Hubbard Highway, #51, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 21.

Warm Springs Highway, #53, concerning and with respect to which 5 maps have been prepared and filed, which maps are herein identified as Group 22.

Boardman-Stanfield Highway, #54, concerning and with respect to which 1 map has been prepared and filed, which map is herein identified as Map 23.

North Santiam Highway, #162, Detroit to Santiam Jct., concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 24.

Dallas-Coast Highway, #192, concerning and with respect to which 2 maps have been prepared and filed, which maps are herein identified as Group 25.

3. When any one of said above named highways, or any section or unit of the same, is relocated, reconstructed or otherwise permanently improved, the Engineer hereby is instructed and directed to accomplish said work so that when said highway, or any section thereof, is completed, it shall conform to and in all respects satisfy the specifications and requirements of a throughway as said term is defined in this act.

4. When any of said highways, or sections thereof, are located, relocated or constructed as a throughway, all right of access from lands abutting thereon to said highway, or from said highway to said abutting lands, shall be acquired by the State. If access to any of said highways or from any of said highways to lands abutting thereon is provided and allowed, such access shall be only at such points and in such manner and for such purpose as the Higaway Commission may direct, all of which shall be disclosed and specified in the deed or other instrument of conveyance of title to the State.

5. The Right of Way Department, when acquiring title to lands upon which said highways, or sections thereof, are to be constructed, reconstructed or relocated, shall acquire from the abutting owner all right of access to said highway or from said highway to said abutting lands, except as otherwise ordered by the Commission duly entered in its minutes and incorporated in the instrument of conveyance.

6. Whenever any section or unit of any of said existing highways is, subsequent to the adoption of this resolution, permanently improved, and said section or unit has or had at the date of the adoption of this resolution and order on any one mile of any section thereof, ten or more commercial businesses catering to the motoring public, then with respect to said units or sec-

tions, the Right of Way Department is hereby directed to procure and acquire all right of access from said abutting lands to said highway and from said highway to said abutting lands, which acquisition shall be made pursuant to the authority vested in the Commission under the provisions of Subsection 4 of Section 100-115, O.C.L.A. or amendments or supplements thereof.

7. Other and additional highways or sections of highways may be selected, designated and adopted as throughways when, in the judgment and opinion, such action is in public interest.

8. The Engineer is hereby instructed to erect or cause to be erected and thereafter maintained at suitable and appropriate sites along said highways appropriate signs advising the public that the highway upon which said sign is placed has been designated and made a throughway and is subject to access and other controls vested in the State Highway Commission by law. Said signs shall be of such design and size, and shall be placed at sites which will give to the general public the notice intended.

9. The maps herein referred to as Group 1 to Group 25, inclusive, which maps are certified as bearing date Nov. 3, 1948, and the signature of W.C. Williams 1st Asst. State Hwy. Engr., hereby are by this reference adopted and approved for the purpose for which they were prepared and hereby by this reference made a part of this resolution.

This resolution shall be entered in the minutes and records of the Commission as of the 3rd day of November, 1948.

JMD:FRC
10/28/48

THROUGHWAYS & RIGHT OF ACCESS FILE NO. 50

RESOLUTION

WHEREAS, on November 3, 1948, this Commission adopted a resolution and entered the same in its records, by which resolution the Commission determined upon and adopted a policy with respect to the construction, reconstruction, relocation and operation of highways in the State of Oregon pursuant to the authority and purpose of the provisions of Chapter 4, Laws of Oregon, 1947, known as the "Throughway Law"; and

WHEREAS, by the express terms and provisions of said law the powers and authority thereby and therein vested in this Commission are in addition to and do not restrict, limit, or repeal any power or authority then lodged in the Commission by any other law; and

WHEREAS, by Section 7 of said Act the Commission is authorized and empowered to acquire by agreement, by donation, or by the exercise of the power of Eminent Domain fee title to or any interest in any real property including easements of air, view, light, and access, which, in the opinion or judgment of the Highway Commission is necessary or deemed necessary for the construction of any highway as a Throughway, and by said section the Commission is authorized to acquire real property for such use and purpose, pursuant to the procedure by which real properties are acquired by the State for ordinary highway purposes; and

WHEREAS, by Section 100-115, O. C. L. A., the Commission is vested with authority and power to acquire not only the fee title to real property taken for highway purposes but may acquire also all right of access from the land abutting thereon; and

WHEREAS, for the purpose of clarifying said resolution adopted and

Adopted by Highway Commissi
Date November 7, 1949
R.H.Baldock

entered in the minutes and records of the Commission on the third day of November, 1948, and for the purpose of removing therefrom any question or purpose of limiting the procedure by which real property is to be acquired, including access to and from the same, the Commission does hereby amend said resolution in the manner herein set forth.

NOW, THEREFORE, be it and it hereby is resolved by this Commission, all members being present and voting affirmatively as follows:

1. That there be added to Section 5 of said resolution a paragraph which shall be and is designated as Paragraph 5a, and shall read as follows:

> 5a. When real properties are acquired pursuant to an order or orders of the Commission, which properties are to be used in connection with the construction, reconstruction or relocation of a highway or section of highway as a Throughway, such real properties, whether acquired by grant or by the exercise of the power of Eminent Domain, may be acquired under the provisions of said Throughway Law or under the provisions of Chapter 2, O. C. L. A., known as the Oregon Highway Code. The resolution and order of the Commission authorizing the acquisition of real property may specify whether said real property shall be acquired under the provisions of the Throughway Law or under the provisions of the Oregon Highway Code.

2. This resolution shall be entered in the minutes and records of the Highway Commission as of the 7th day of November, 1949, and shall to the extent herein provided amend said resolution adopted November 3, 1948, but in all other respects, not inconsistent with the provisions of this amendment, said original resolution shall remain in full force and effect.

JMD:NH
10/31/49

File

THROUGHWAYS & RIGHT OF ACCESS FILE NO. [illegible]

THROUGHWAYS & RIGHT OF ACCESS FILE NO. 58

EXHIBIT C
COM. MEETING 1-8-53

RESOLUTION

WHEREAS, on November 3, 1948, this Highway Commission adopted a resolution and entered the same in its records, by which resolution the Commission determined and adopted a policy with respect to the construction, reconstruction, location, relocation and operation of highways in the State of Oregon pursuant to and under the authority and meaning of the provisions of Chapter 226, Oregon Laws 1947, known as the "Throughway Law"; and

WHEREAS, the aforesaid resolution was amended by a subsequent resolution which was adopted and entered into the records of this Commission on November 7, 1949; and

WHEREAS, each of the aforesaid resolutions erroneously refer to the Throughway Law as Chapter 4, Oregon Laws 1947, and/or Chapter 4, Laws of Oregon, when in fact it is and has been Chapter 226, Oregon Laws 1947; and

WHEREAS, it is deemed to be necessary to correct said erroneous statutory reference; therefore, it is the intention of this Commission to amend both of the aforesaid resolutions by deleting therefrom all references made therein of Chapter 4, Oregon Laws 1947, and/or Chapter 4, Laws of Oregon, and in lieu thereof to add and insert Chapter 226, Oregon Laws 1947;

NOW, THEREFORE, it hereby is resolved by this Commission as follows:

OFFICE COPY

OFFICE COPY

Adopted by Highway Commission
Date 1-8-53
Secretary

1. That the aforesaid resolutions heretofore described are amended in the following respects: That the words "Chapter 4, Laws of Oregon 1947" and "Chapter 4, Oregon Laws 1947" are deleted from each of the aforesaid resolutions wherever the said words appear thereon, and in lieu thereof the words "Chapter 226, Oregon Laws 1947" are inserted and made a part of each of the aforesaid resolutions.

2. This resolution shall be entered in the minutes and records of the Highway Commission as of the 8th day of April, 1953.

TJR:jfw
3/19/53

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Edwards

NPWEN-DB

26 May 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Relocation Agreement, Interstate Highway 80N, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 8 May 1969 concerning illumination of the Arlington Interchange and the interpretation of Public Law 86-645, Section 207(b).

I would like to reiterate that our agreement does not mention illumination of any interchanges. The Corps of Engineers agreed to participate in the relocation of U.S. Highway 30 which was at that time classified as a "Class A Highway." In accordance with the agreement, we were to provide the state of Oregon with new facilities equal in service and utility to a "Class A Highway." The conversion of the relocated Class A Highway to Interstate Highway 80N provides new facilities equal or better than those originally contemplated. I feel that we have complied with the plans, specifications, and exhibits as set forth in the agreement to relocate this highway.

I have reviewed the title sheets you submitted and must advise that I cannot accept them as proof that illumination of a "Class A Highway" interchange was indeed standard practice of the Oregon State Highway Department at that time. I would appreciate your furnishing me prints of your design standards of that period that present the basic criteria

RECEIVED
JUN 2 - 1969
TRAFFIC ENGINEERING

Bud RB
cc Edw

for implementing intersection illumination into the design of a "Class A Highway." Upon presentation by you of the above-mentioned standards, I will be happy to review your request as to the applicability of Public Law 86-645.

Sincerely yours,

Robert J. Giesen

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Edwards

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-DB 26 May 1969

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Relocation Agreement, Interstate Highway 80N, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

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I would like to reiterate that our agreement does not mention illumination of any interchanges. The Corps of Engineers agreed to participate in the relocation of U.S. Highway 30 which was at that time classified as a "Class A Highway." In accordance with the agreement, we were to provide the state of Oregon with new facilities equal in service and utility to a "Class A Highway." The conversion of the relocated Class A Highway to Interstate Highway 80N provides new facilities equal or better than those originally contemplated. I feel that we have complied with the plans, specifications, and exhibits as set forth in the agreement to relocate this highway.

I have reviewed the title sheets you submitted and must advise that I cannot accept them as proof that illumination of a "Class A Highway" interchange was indeed standard practice of the Oregon State Highway Department at that time. I would appreciate your furnishing me prints of your design standards of that period that present the basic criteria

Bud-Rd
cc Edw

NOTED
TRAFFIC CONTROL
ENGINEER

NOTED
L.E. GEORGE

RECEIVED
JUN 2 - 1969
TRAFFIC ENGINEERING

for implementing intersection illumination into the design of a "Class A Highway." Upon presentation by you of the above-mentioned standards, I will be happy to review your request as to the applicability of Public Law 86-645.

Sincerely yours,

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

RECEIVED
MAY 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 - 1969
FOR FILING

I-80N-4(21)122
7399

May 8, 1969

1416

Colonel Robert J. Giesen
Contracting Officer
Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington 99362

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

Dear Colonel Giesen:

Your letter of April 9, 1969 made reference to Public Law 86-645. The same section quoted by you in your letter is also the one on which we are basing our request that the Corps of Engineers participate in the illumination project at the Arlington Interchange.

Section 207 (b) mentioned in your letter states "...The Corps of Engineers is authorized to construct such substitute roads to design standards comparable to those of the State in which the road is located for roads of the same classifications as the road being replaced..."

Attached are several sets of title sheets for illumination projects that were being let to contract during the period in which negotiations were being conducted with the Corps for replacement of Interstate 80N (US30). These detail sheets are considered as evidence of design standards in use during that period of time.

It is our opinion that Public Law 86-645, Section 207 (b) would permit the Corps of Engineers to undertake the illumination project on the basis that these design standards were in use in Oregon on roads comparable to and of the same classification as the one which the Corps of Engineers replaced.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LEG:mk ja

Attachments

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-DB

RECEIVED
APR 14 1969
TRAFFIC ENGINEERING

9 April 1969

Re: Contract DA-45-164-CIVENG-61-103
Oregon State Highway Relocation
Agreement, Interstate Highway 80N
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

Edwards

Dear Mr. Cooper:

Reference is made to your letter dated 31 March 1969 requesting that the Corps of Engineers reconsider its decision not to participate in the installation of lights at the Arlington Interchange. This decision was sent to you in our letter of 13 March 1969 and is based on Section 207 (b) of Public Law 86-645.

We have reviewed your request and find no evidence in either the referenced agreement or our files of any previous contemplation or commitments by us to participate in this matter. Though it may be the policy of your organization to install such illuminations at interchanges, I still require evidence of such a commitment before I can authorize participation. If such evidence can be presented, we will at that time reconsider your request.

If you desire further discussions on this matter, I will be pleased to meet with you in Walla Walla at a mutually agreed-upon time.

Sincerely yours,

Robert J. Giesen

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

RECEIVED
APR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Burl

RECEIVED
APR 1 - 1969
FOR FILING

I-80N-4(21)122
7399

March 31, 1969

7377
7416

Colonel Robert J. Giesen
Contracting Officer
Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington

Dear Colonel Giesen:

Your letter of March 13 indicated that there had been no commitment by the Corps of Engineers to participate in the installation of lighting at the Arlington Interchange.

The same article as quoted in your letter also states in part in the first sentence that:

> "...this contract will provide the State with new facilities equal in service and utility to those now in existence and that the portions of the interstate highway 80N to be constructed under this contract will provide the State with new facilities equivalent to those originally contemplated but not yet constructed..."

It has been the long-standing policy of the Oregon State Highway Commission to install illumination at interchanges contiguous to incorporated cities providing that the City cooperates to the extent of illuminating the connecting road up to the interchange and assumes the future cost of power consumption for the lighting. This policy is evidenced by the many interchanges presently illuminated both on Interstate 80N and on Interstate 5.

Based on the fact that lighting is a policy of the Oregon State Highway Commission and that it was originally contemplated, your favorable reconsideration of this matter is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:mk ja

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-DB

13 March 1969

Re: Contr. No. DA-45-164-CIVENG-61-103
Oregon State Highway Relocation
Agreement, Interstate Highway 80N
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Center and Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

The two drawings designated "Illumination Installation Arlington Interchange" sent me by letter 24 February 1969 are returned unsigned.

I noted that in your letter a request was made for our approval of the final lighting plans and a commitment to participate in an estimated cost of $166,900.00 for construction purposes.

Review of Exhibit "B" of the contract agreement, referenced above, fails to disclose any mention of interchange lighting or any other related construction item. Unless such evidence of a commitment by the Corps of Engineers is presented, I consider the lighting of the interchange as a betterment and, according to Article 4 of the agreement, a sole cost and expense of the State of Oregon.

Sincerely yours,

Bud-
RD

ROBERT J. GIESEN
Colonel, CE
Contracting Officer

MAR 17 1969

2 Incl
As stated

RECEIVED
MAR 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 25 1969
FOR FILING

I-80N-4(21) 122
7399

February 24, 1969

(7377)

Colonel Robert J. Giesen
District Engineer
Corps of Engineers
Building 602, County-City Airport
Walla Walla, Washington

Dear Sir:

The completion of the Interstate Highway through the John Day Dam pool area requires lighting of the Arlington Interchange. It had been planned to include this lighting in the final surfacing contract and as a temporary measure we had installed wooden poles to provide some relief to the city during the interim period. These have not been satisfactory.

The City has requested that we proceed with the final lighting and we believe its request is justified. We would, therefore, request your approval of the final lighting plans as attached, together with a commitment from the Corps as to participation in the cost. The estimated cost is $166,900.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1969

Location:	**Approved:**
Highway: Columbia River (I80N)	Date:
Section: Arlington Interchange	Amount:
County: Gilliam	

ILLUMINATION INSTALLATION

Estimated Contract Amount	$149,000.00
Anticipated Additional Items (Traffic Flagging)	3,400.00
Estimated State Force Amount	
Engineering and Contingencies	14,500.00
Total	$166,900.00

RECEIVED
FEB 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 18, 1969

SUBJECT: Illumination
Arlington Interchange

To: Tom Edwards
Assistant State Highway Engineer
BUILDING

Attached are plans showing the lighting project for the east and westbound off-ramps at Arlington. As you remember this project has been delayed becuase the final lift of paving has not been placed by the Corp of Engineers.

The City recently contacted us with a request that we initiate an early contract for lighting the ramps and not wait to include the lighting in the paving project which has been our original scheme.

If you approve the plans, we will initiate a Suggested Draft to the Colonel at Walla Walla requesting that they cooperate with us on an early lighting contract. I have been told that plans of the project must accompany such a letter.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

NOTED
TOM EDWARDS

2/20/69
Tom - Barbee says the Arlington Interchange will not be paved until 1970 (the other end will be done this summer.)
Bert

RECEIVED
FEB 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1967
~~FOR FILING~~

I-80N-4(21)122
7399

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1967

SUBJECT: Arlington Interchange Illumination
Interstate Highway 80-N
Assignment No. 4811-A EDW

noted-ja.

To:

Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

4811 A

This letter is intended to reveal the status of our portion of the above assignment to "obtain necessary materials and submit to the Corps of Engineers."

Assuming this illumination work will be done with the contract for the final paving, which is presently scheduled for November 30, 1967 or later, and due to the fact that the illumination plan is still in the design stage in the Traffic Division, it is apparent that this assignment can not be completed for some time yet.

I will, however, obtain the necessary material when it is available in Traffic and present it to the Corps.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw

NOTED
TOM EDWARDS

RECEIVED
MAY 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1966
FOR FILING

I-80N-4(21)122
7399

4811

August 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Your letter of July 7 comments on plan for illumination on I-80N at the Arlington Interchange. You recommend certain revisions in the plan submitted, and the plan will be revised in accord with the changes you have indicated.

You apprise that the proposed illumination and signing thereof is a matter to be taken up with the Corps of Engineers and cite Contract No. DA-45-164 CIVENG-61-103, dated November 22, 1961. We will proceed with submission of the plan on proposed illumination to the Corps of Engineers looking to their approval thereof as regards to financing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. E. Young
F. D. Morgan - Obtain necessary materials and submit to the Corps of Engineers.
A. F. Parson

FBC:mk bg

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 7, 1966

In reply refer to: 08-35-DA

A W Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-4(--)112
Arlington Interchange - Illumination

Plans for the partial illumination of the Arlington Interchange ramps submitted with your May 12 letter have been received by our Region office and the following comments are offered for your consideration.

The plans show continuous lighting along the "D" and "B" lines (exit ramps) with no illumination in the merging areas. It is recommended, where partial interchange lighting is provided, luminaires should be located to best light the roadways in the merging and diverging areas and the ramp crossroad intersections. Therefore, it is suggested that the luminaires be removed from the "D" line between Station 1950 and Station 1958 and from the "B" line between Station 1974 and Station 1999. It is recommended that a few luminaires be provided at the merging areas of the "A" line and the main line, and of the "B" line and the main line.

The luminaires located just south of the diversions in the "C" and "D" lines Station 1959+00 and the "A" and "B" lines Station 1972+00 should be provided to light the gore areas.

We note that this proposed illumination falls within an area that is the Corp of Engineers responsibility to finance and construct under contract No. DA-45-164 CIVENG-61-103, dated November 22, 1961 and approved by the Bureau of Public Roads on December 14, 1961. This work would fall under paragraph b, page 10 as an additional item of work, therefore Federal-aid Highway Funds would not be involved.

We hereby approve the proposed partial illumination of the Arlington Interchange with the modifications suggested above.

Crandall
R

REFERRED TO
Edwards Crandall
By Asst. State Hwy. Engr. young
7-11-66

RECEIVED
JUL 11 1966
TRAFFIC ENGINEERING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 7 1966
FOR FILING
I-80N-4(21)122
7399

Form CD-121 (11-63) (Pres. by A.O.

UNITED STATES GOVERNMENT

Memorandum

KLANKE
EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 2, 1966

In reply refer to: 08-35-DA
I-80N-4(13)130

TO : Mr. B. M. French, Regional Engineer
Portland, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Arlington Interchange
Columbia River Highway, I-80N
Partial Illumination

Attached for your comments and recommendations is a request from the State for partial illumination of the Arlington Interchange.

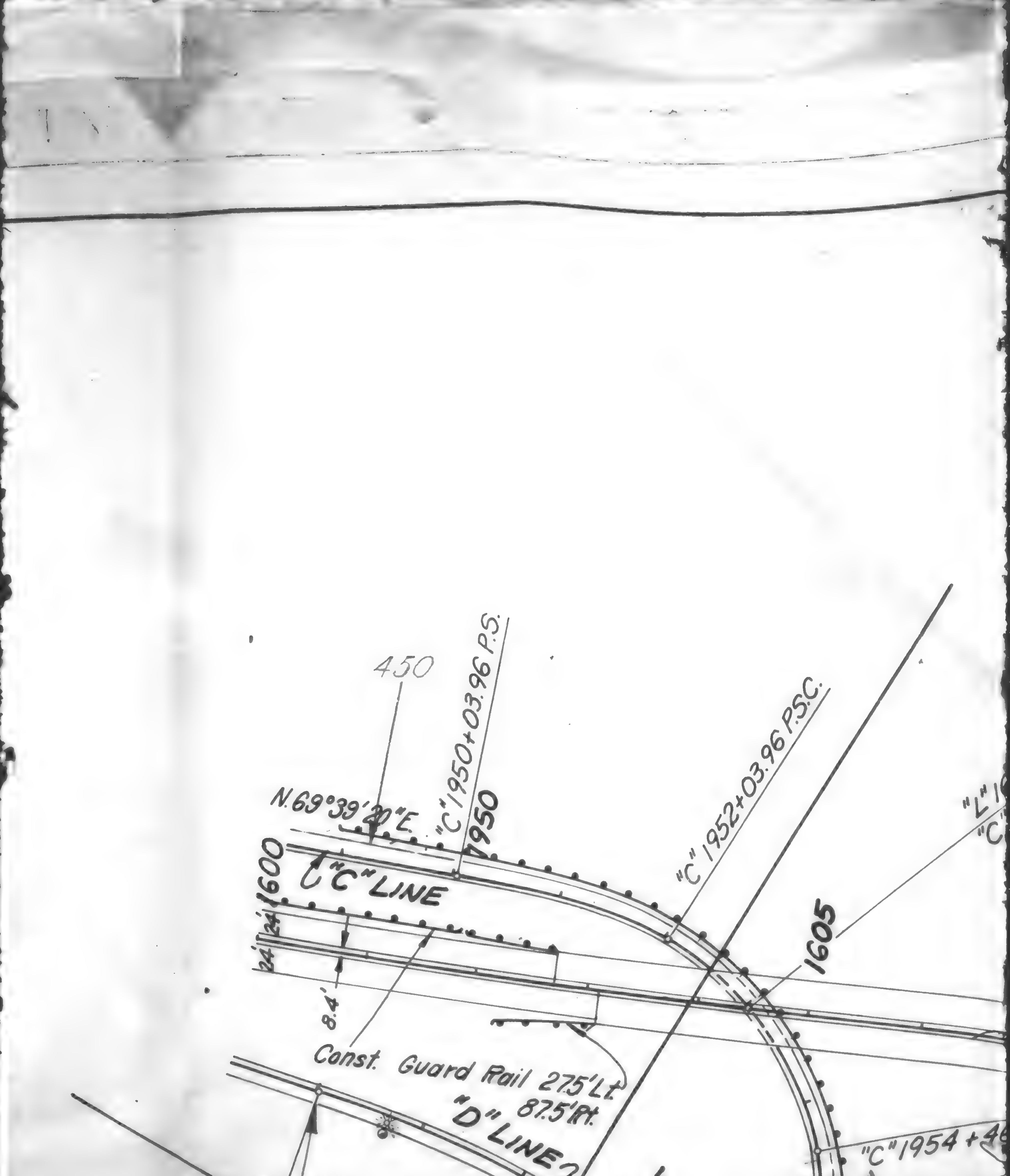
This interchange is located within an area for which the Corps of Engineers assumed the total costs of constructing the freeway so they should be consulted concerning their approval and financing of this improvement.

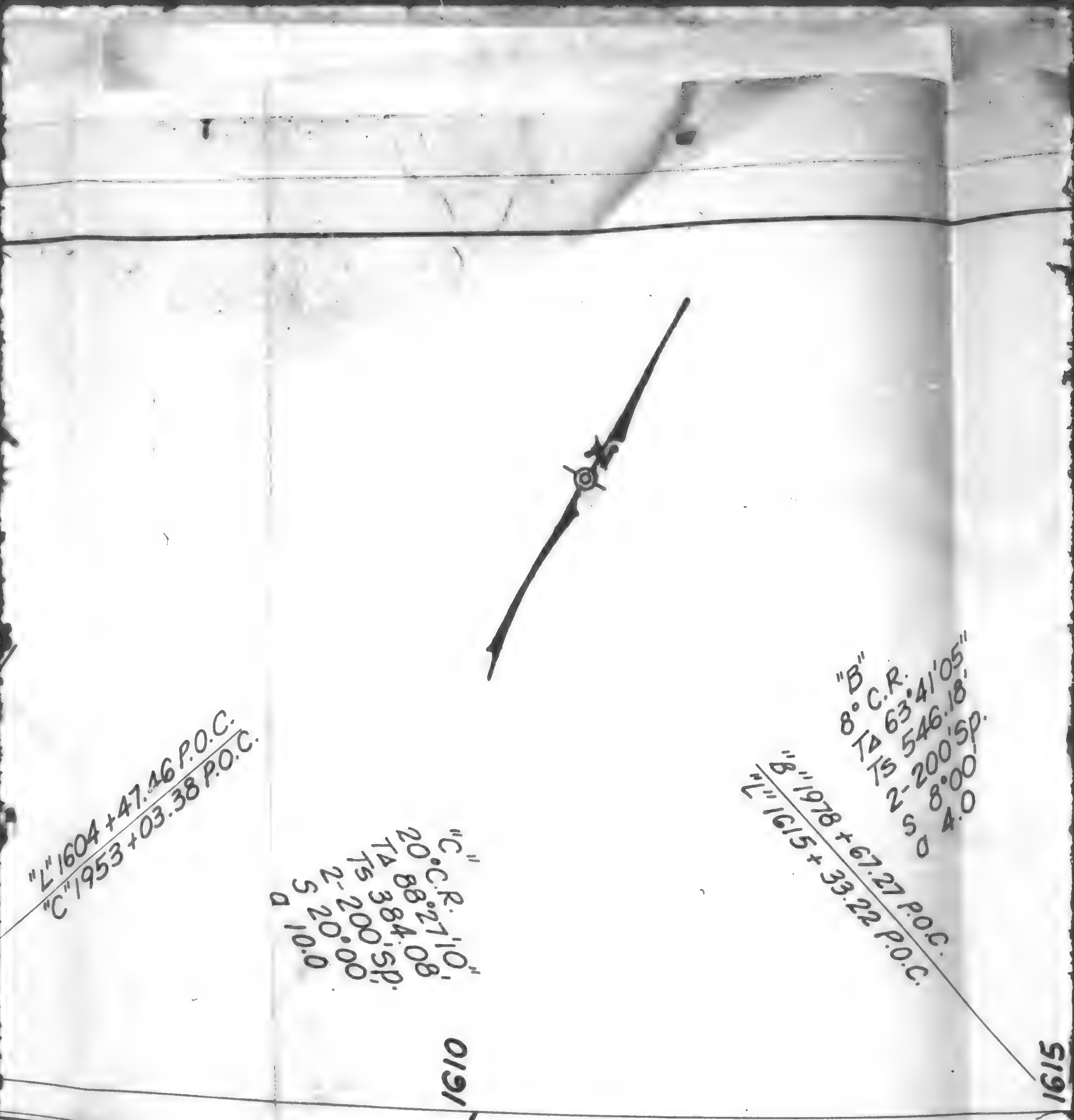
The State is proposing to provide for continuous illumination on the "B" and "D" lines. This is an interchange in a rural area with ADT ramp volumes just in access of 1000. Under such conditions believe AASHO recommends partial lighting only. In conformance to this we recommend that Federal participation be limited to illuminating the areas in the vicinity of the gores.

Enclosure

NOTED
F. B. KLANKE

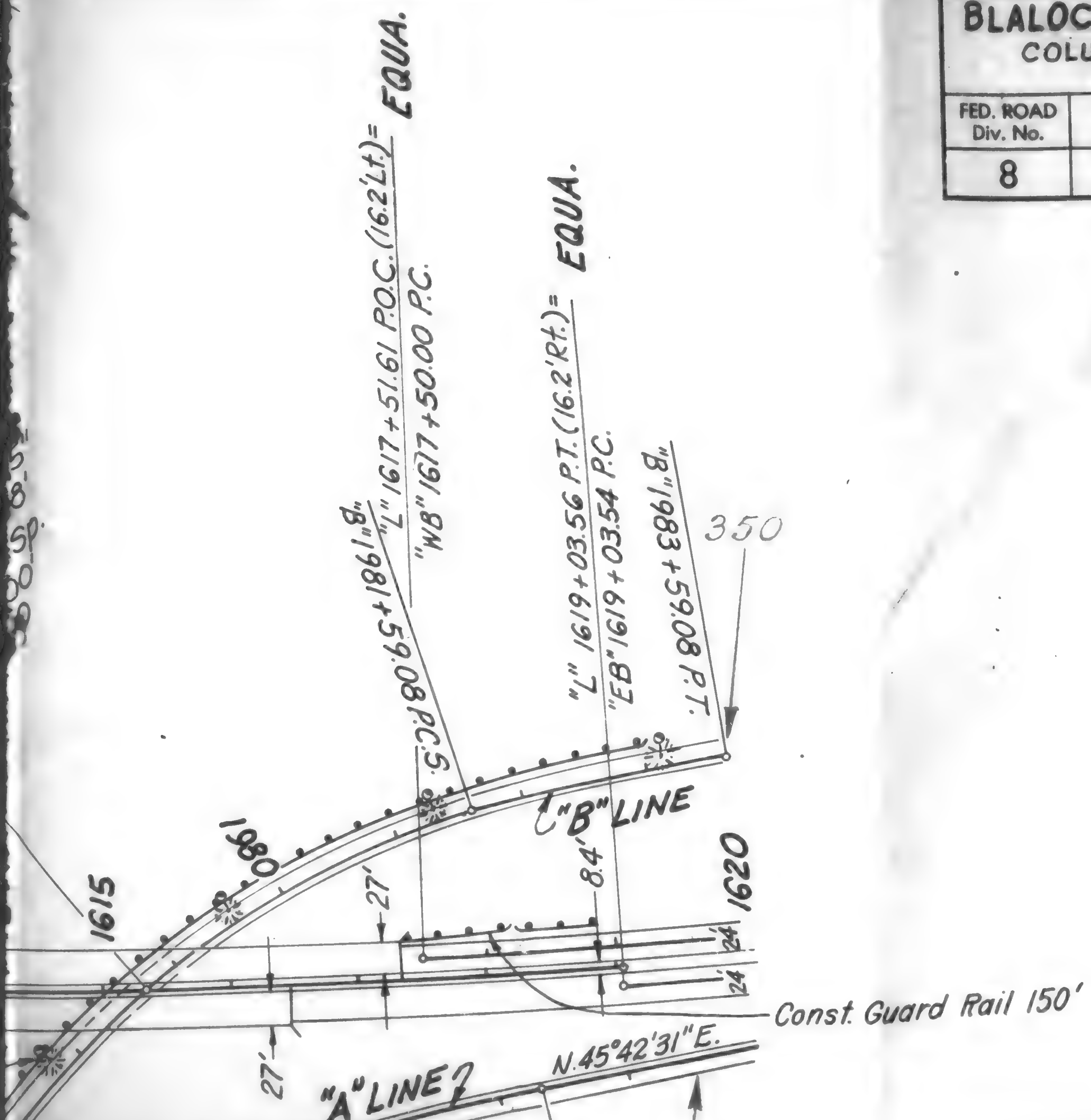
BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN


450
"C" 1950+03.96 P.S.
N.69°39'20"E.
1950
℄ "C" LINE
1600
24'
24'
24'
8.4'
"C" 1952+03.96 P.S.C.
1605
"L" 1
"C"
Const. Guard Rail 27.5' Lt.
87.5' Rt.
"D" LINE
1955
1955
"C" 1954+4
Const. Gu
16'
+01.72 P.S.
450


"L" 1604+47.46 P.O.C.
"C" 1953+03.38 P.O.C.
"C"
20° C.R.
TΔ 88°27'10"
TS 384.08'
2-200' SP.
S 20°00'
a 10.0
"B"
8° C.R.
TΔ 63°41'05"
TS 546.18'
2-200' SP.
S 8°00'
a 4.0
"B" 1978+67.27 P.O.C.
"L" 1615+33.22 P.O.C.
1610
1615
54+46.22 P.C.S.
Const. Guard Rail 1300'
"B" 1975+63.02 P.S.C
16'
st. Guard Rail 1100'
IADUCT

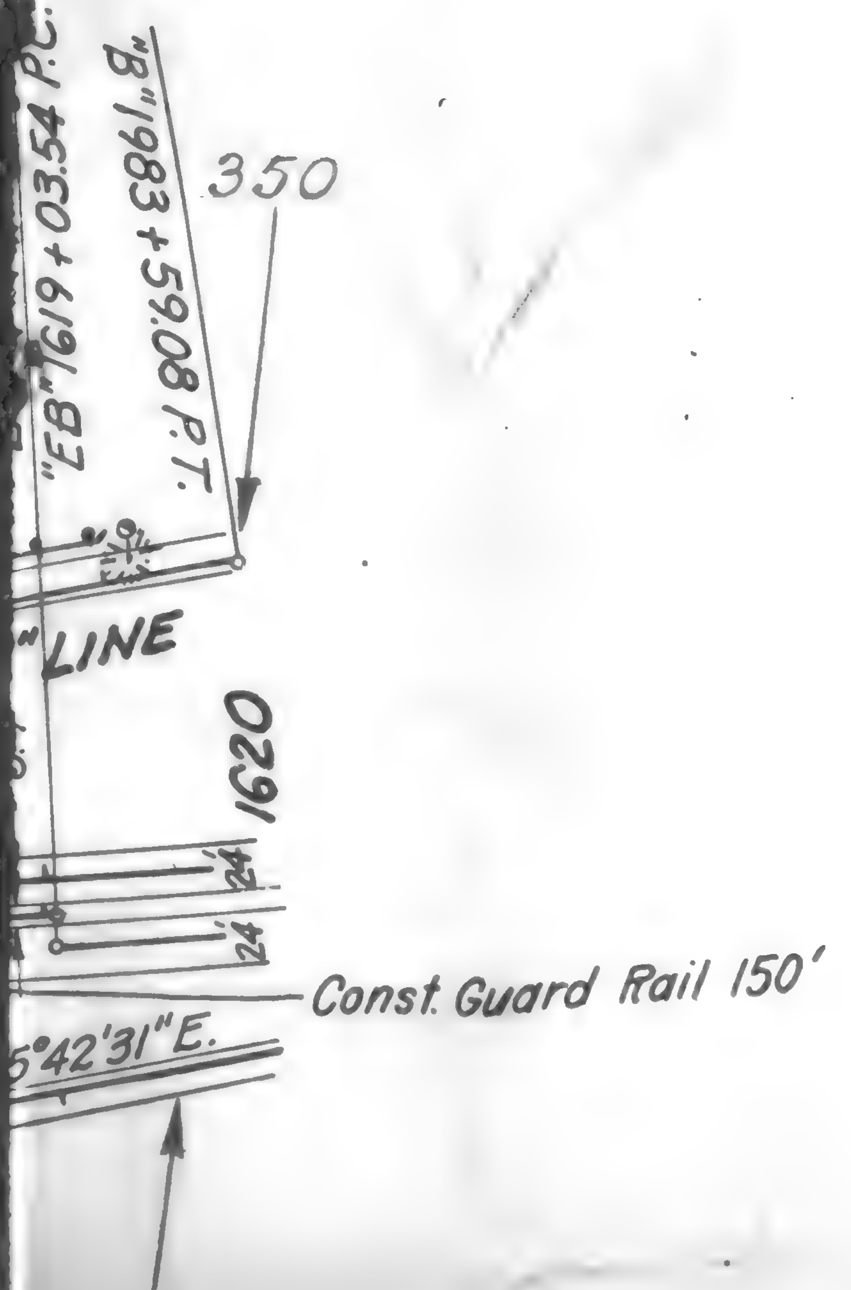
BLALOCK-AR
COLUMBIA
GILLIA

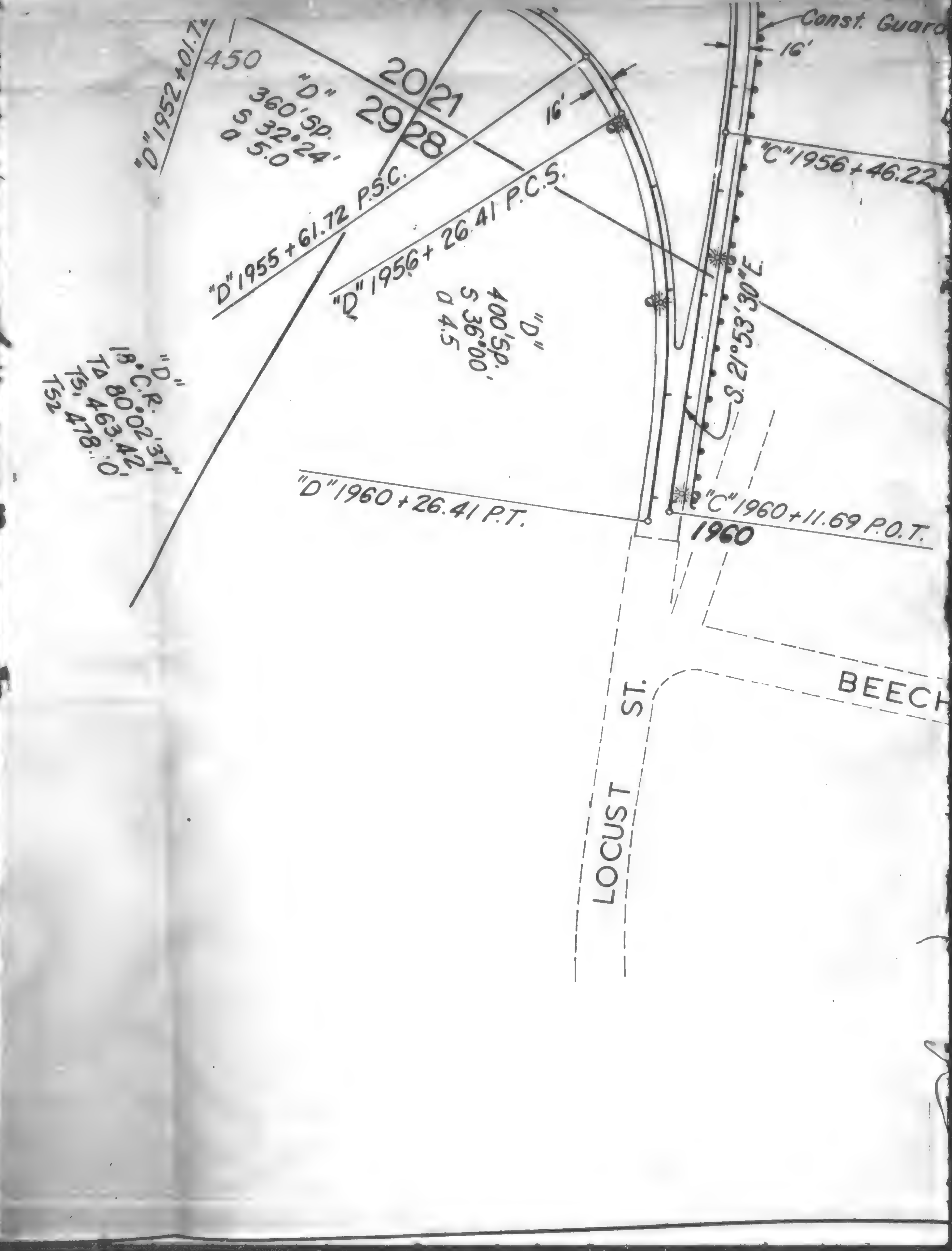
FED. ROAD Div. No.	STA
8	OREG

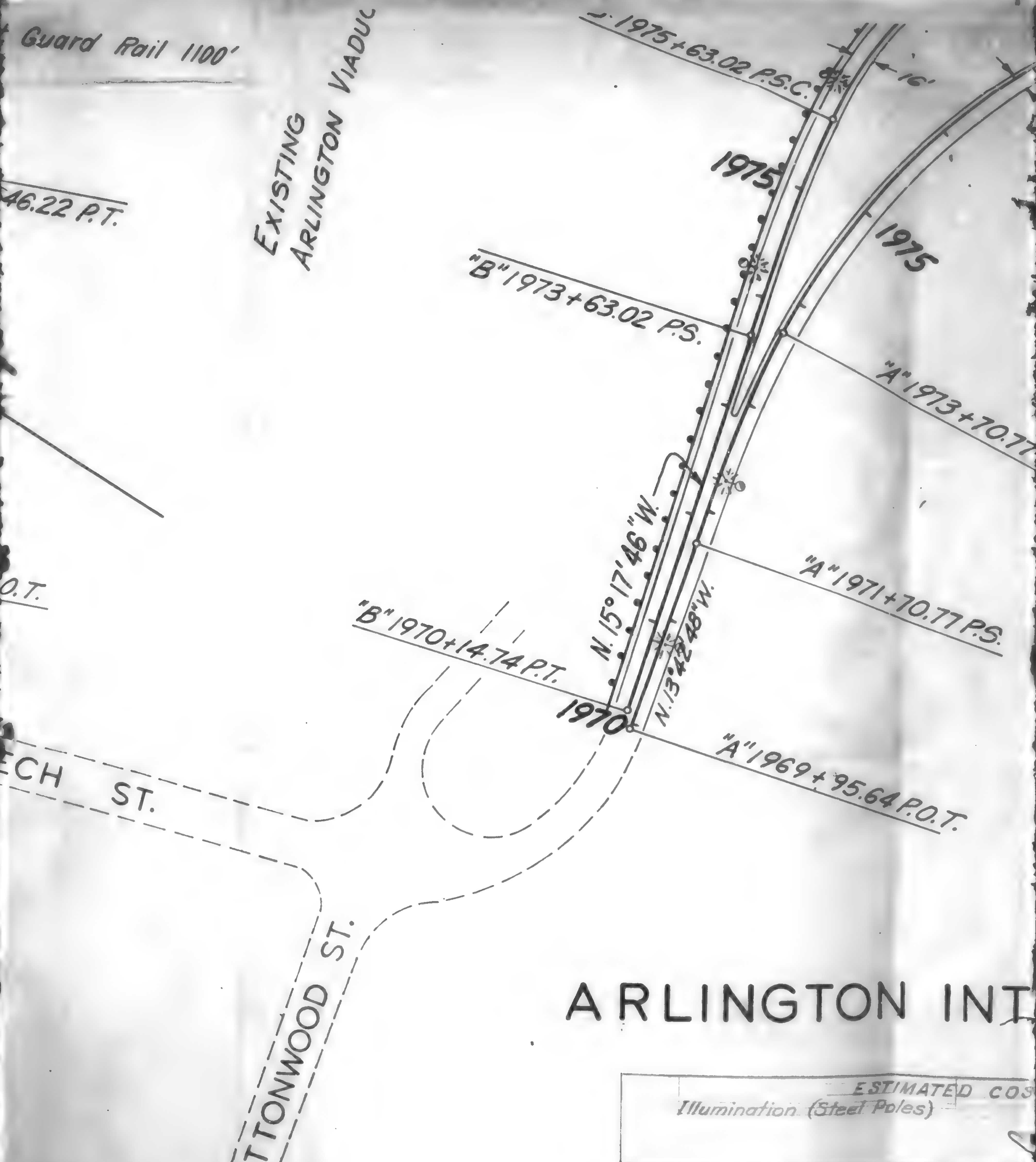


8V- 21

BLALOCK-ARLINGTON SECTION COLUMBIA RIVER HIGHWAY GILLIAM COUNTY				SHEET No. 7-A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-4(13)130		See Index



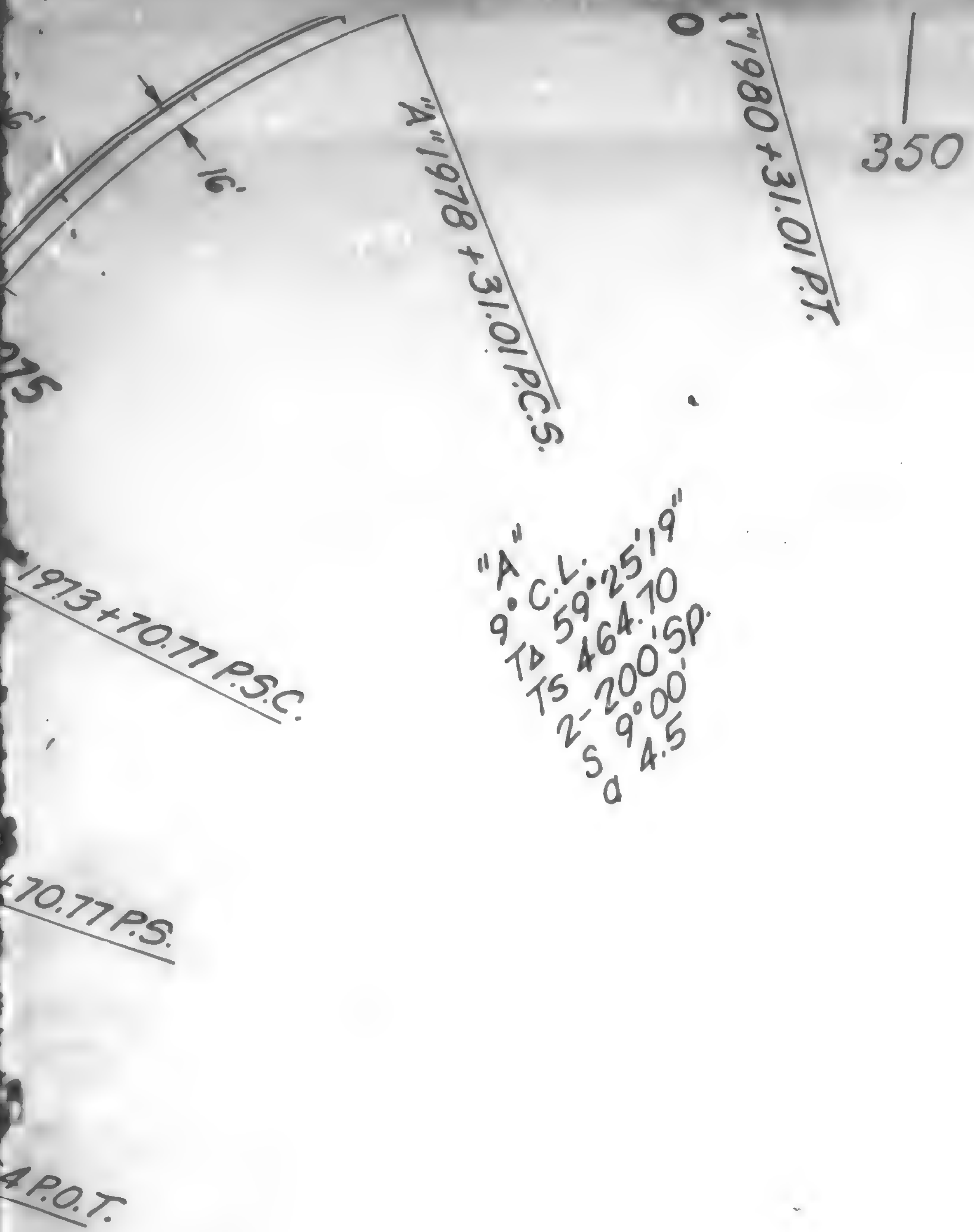

Const. Guard
16'
"C"1956+46.22
2021
2928
450
"D"1952+01.7
"D"
360'Sp.
S 32°24'
a 5.0
16'
"D"1955+61.72 P.S.C.
"D"1956+26.41 P.C.S.
"D"
400'Sp.
S 36°00'
a 4.5
S. 21°53'30"E.
"D"
18°C.R.
TΔ 80°02'37"
TS 463.42'
TS2 478.0'
"D"1960+26.41 P.T.
"C"1960+11.69 P.O.T.
1960
LOCUST ST.
BEECH



ARLINGTON INT

ESTIMATED COS
Illumination (Steel Poles)

Proposed mercury-vapor luminaire,
Proposed mercury-vapor luminaire,
24 Hour Traffic volume



N INTERCHANGE

STIMATED COST
(Poles) $27,000

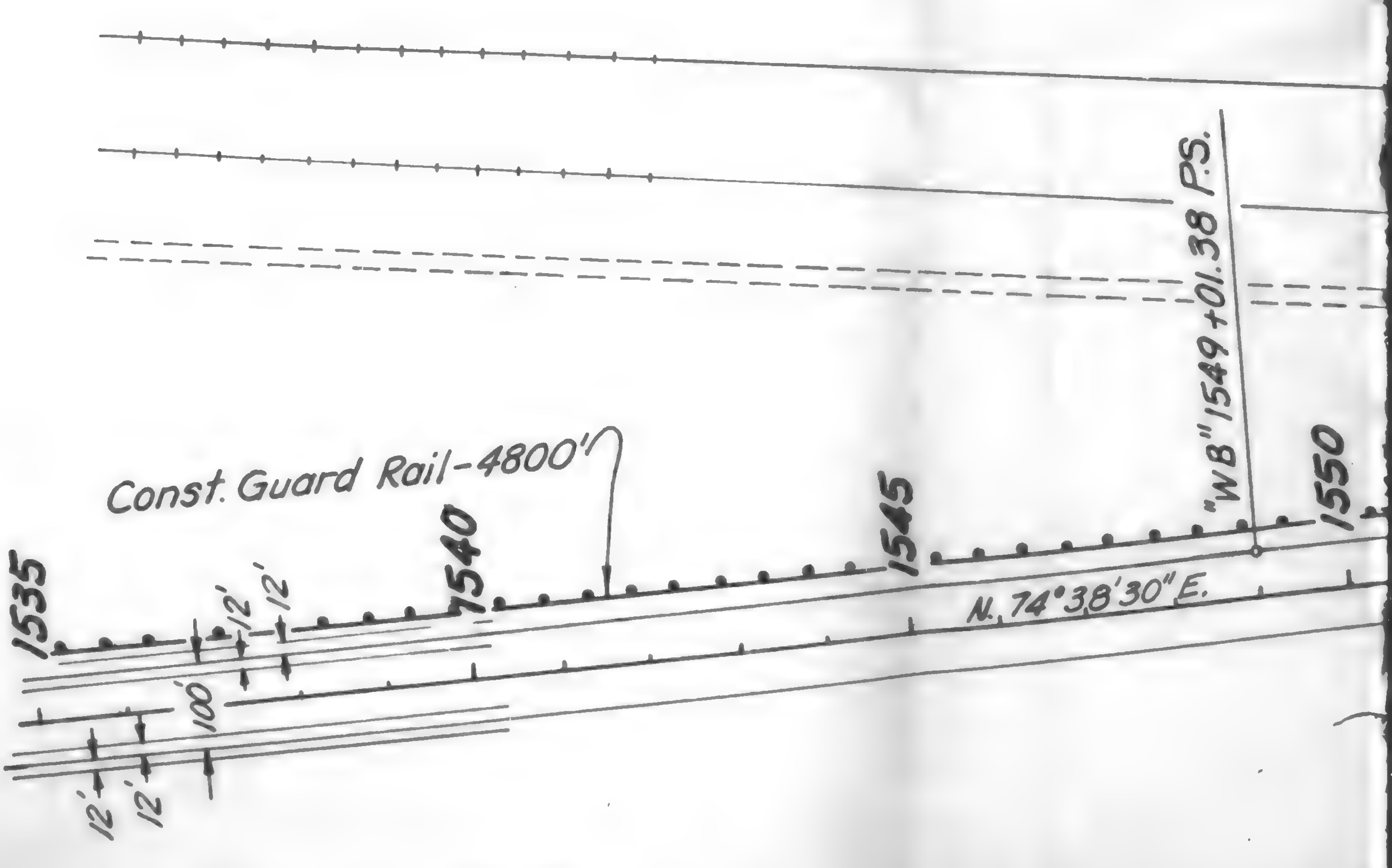
vapor luminaire, Type II or III, 21,000 lumen.
vapor luminaire, Type II, 12,000 lumen.
volume

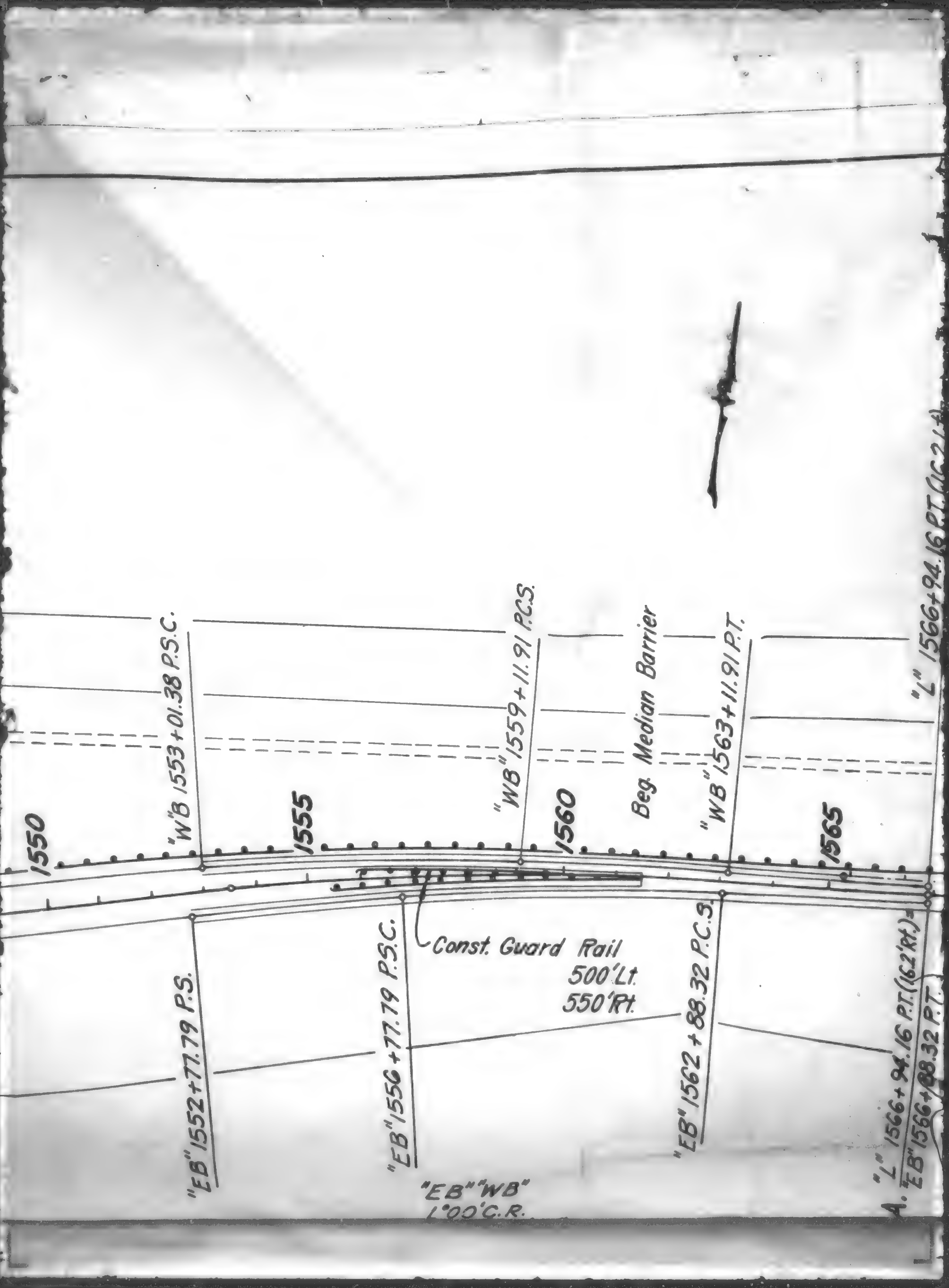
APPROVED DATE: 9

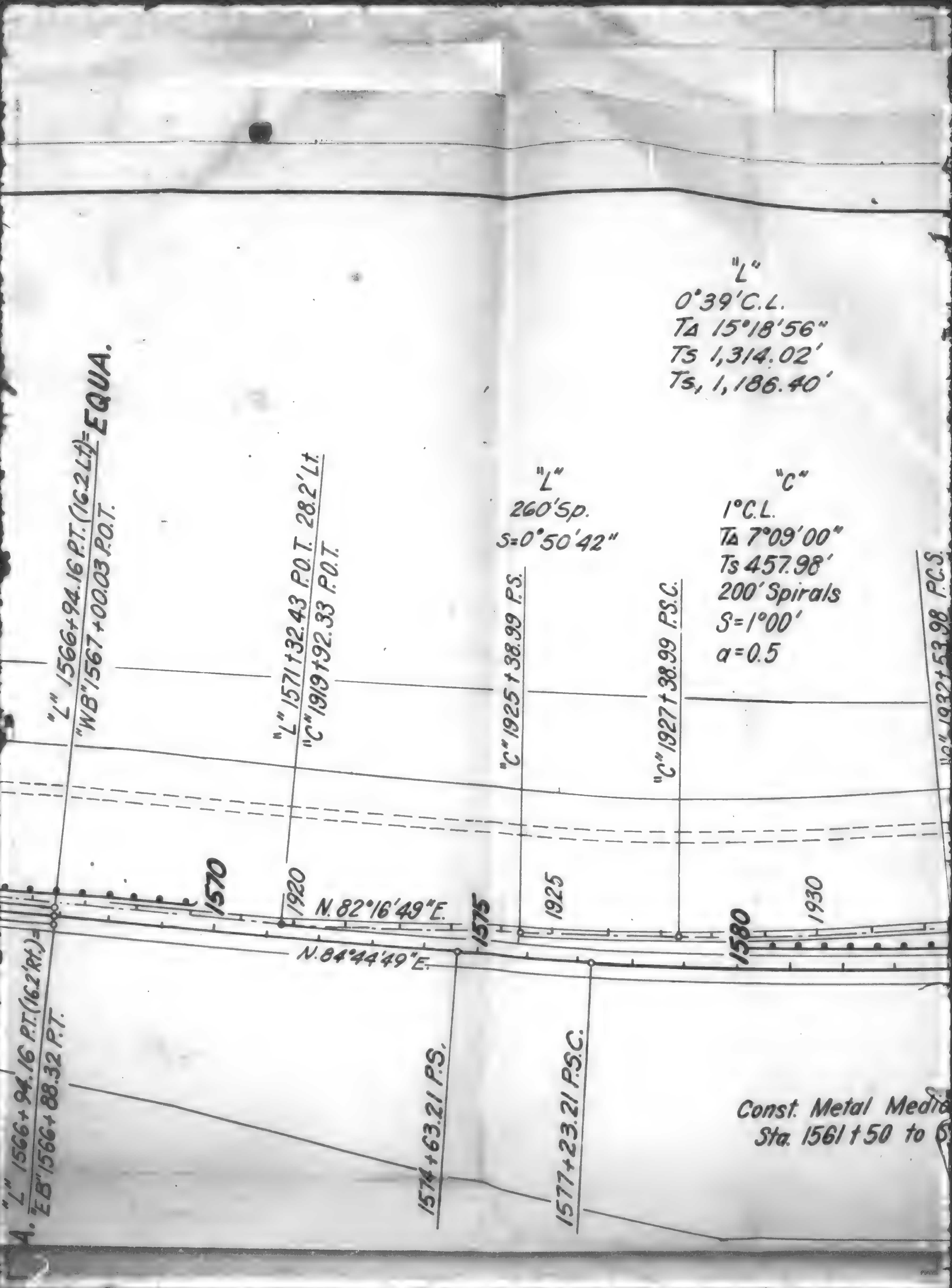
COLONEL, C.E., DISTRICT EN

350

APPROVED DATE: 9 Sept 63	APPROVED DATE:
COLONEL, C.E., DISTRICT ENGINEER	STATE HIGHWAY ENGINEER


Const. Guard Rail-4800'
"WB" 1549+01.38 P.S.
1535
1540
1545
1550
N. 74°38'30" E.
12'
12'
12'
12'
100'
℄ R/W


1550
"W"B 1553+01.38 P.S.C.
1555
"WB" 1559+11.91 P.C.S.
1560
Beg. Median Barrier
"WB" 1563+11.91 P.T.
1565
"L" 1566+94.16 P.T. (16.2'Lt.)
Const. Guard Rail
500' Lt.
550' Rt.
"EB" 1552+77.79 P.S.
"EB" 1556+77.79 P.S.C.
"EB" 1562+88.32 P.C.S.
"L" 1566+94.16 P.T. (16.2'Rt.)
"EB" 1566+88.32 P.T.
"EB" "WB"
1°00' C.R.
A.

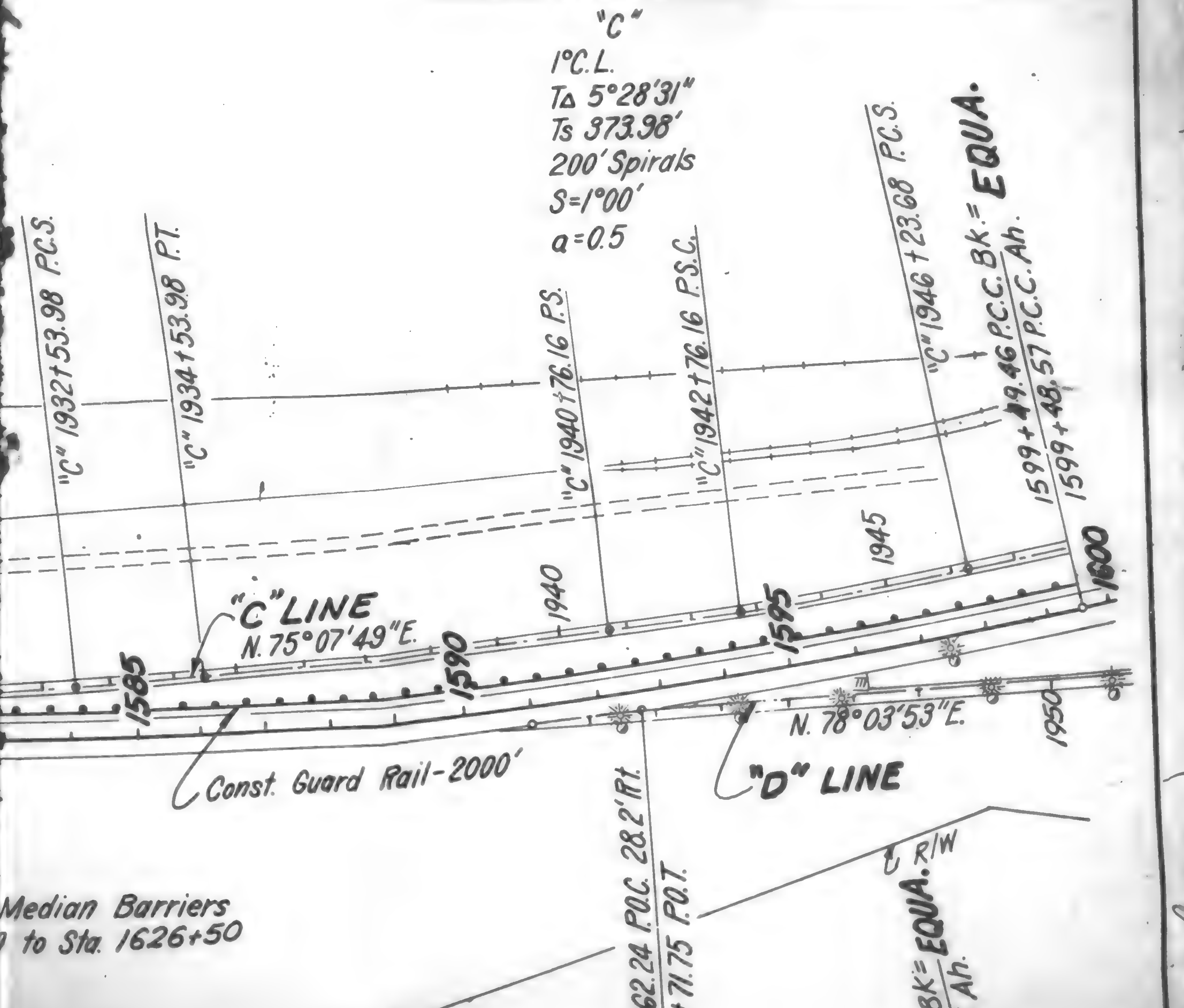

"L"
0°39'C.L.
TΔ 15°18'56"
Ts 1,314.02'
Ts, 1,186.40'
"L" 1566+94.16 P.T. (16.2'Lt.) = EQUA.
"WB" 1567+00.03 P.O.T.
"L" 1571+32.43 P.O.T. 28.2' Lt.
"C" 1919+92.33 P.O.T.
"L"
260' Sp.
S=0°50'42"
"C" 1925+38.99 P.S.
"C" 1927+38.99 P.S.C.
"C"
1°C.L.
TΔ 7°09'00"
Ts 457.98'
200' Spirals
S=1°00'
a=0.5
"C" 1932+53.98 P.C.S.
1570
1920
N.82°16'49"E.
1575
1925
1580
1930
N.84°44'49"E.
A. "L" 1566+94.16 P.T. (16.2'Rt.) =
"EB" 1566+88.32 P.T.
1574+63.21 P.S.
1577+23.21 P.S.C.
Const. Metal Medi
Sta. 1561+50 to

8V - 21

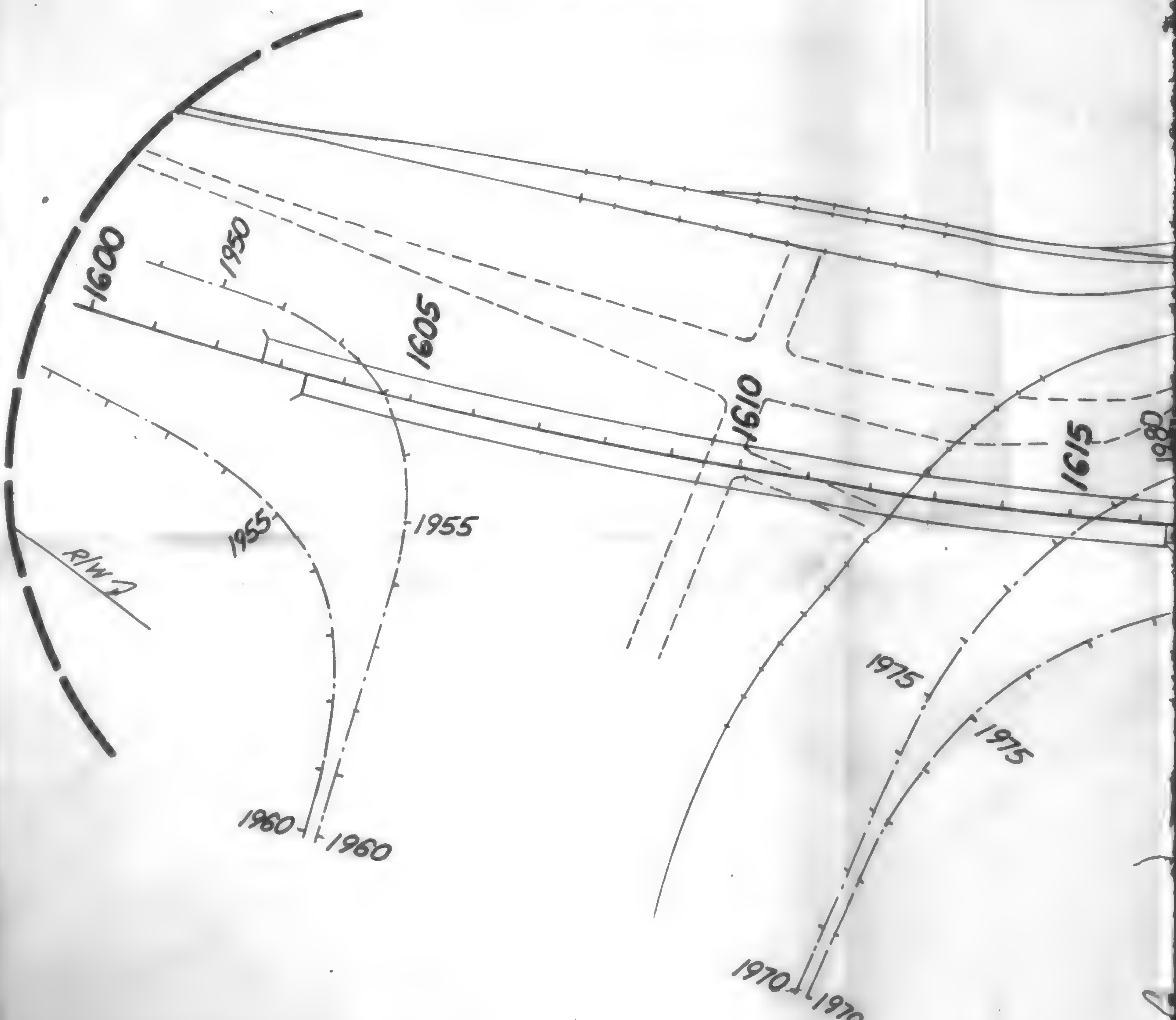
BLALOCK-ARLINGTON SECTION
COLUMBIA RIVER HIGHWAY
GILLIAM COUNTY

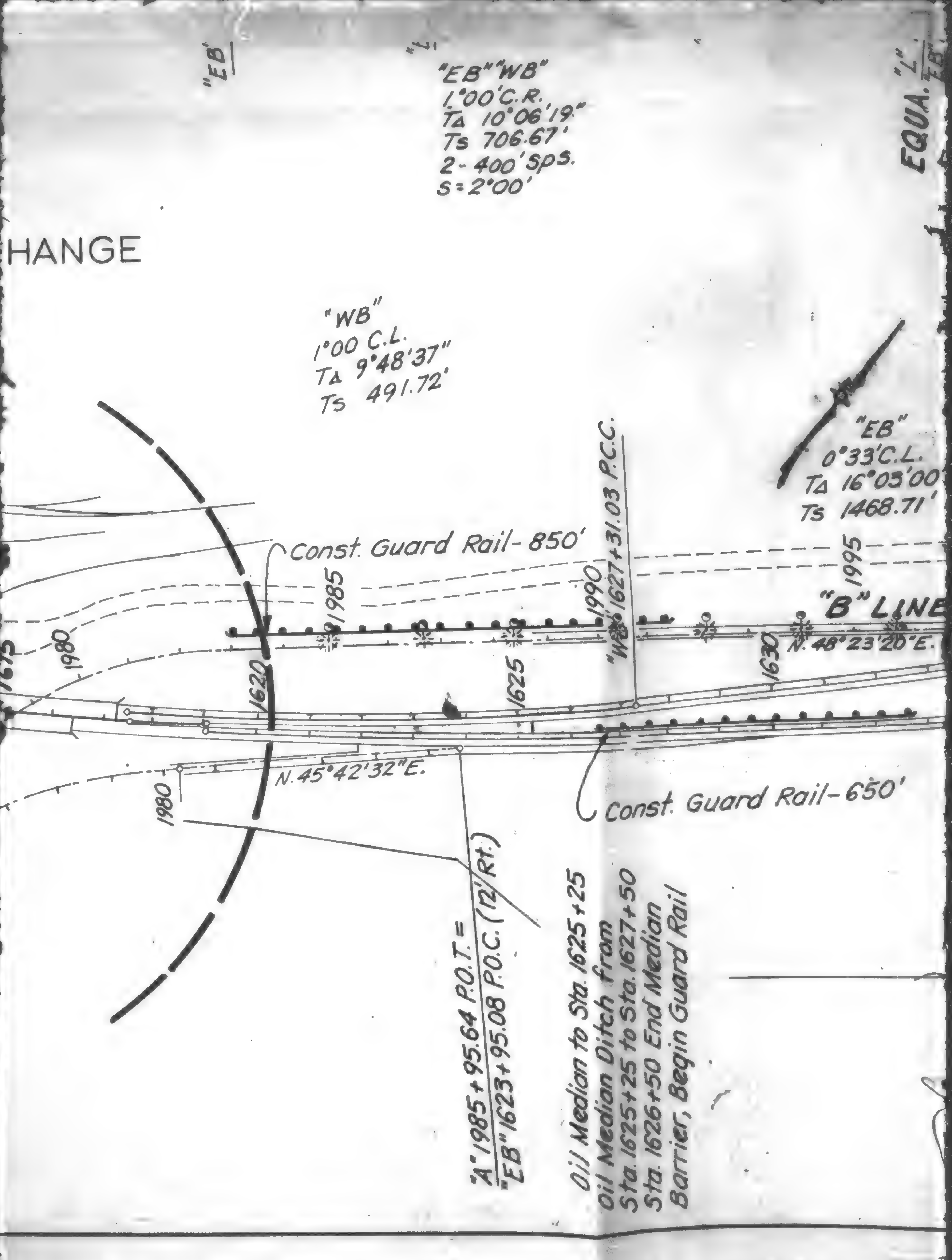
SHEET No. 7

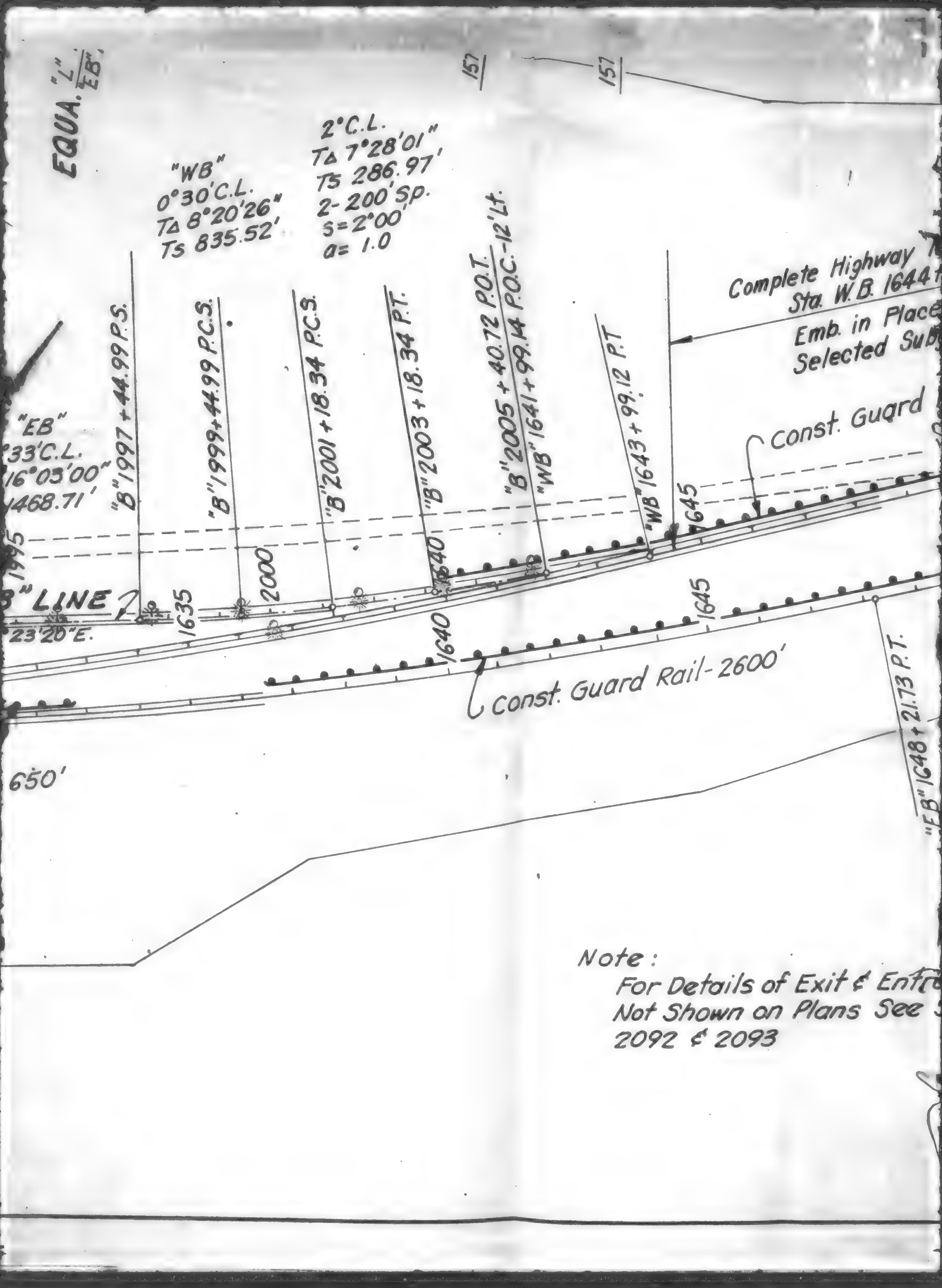
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-4(13)130		See Index



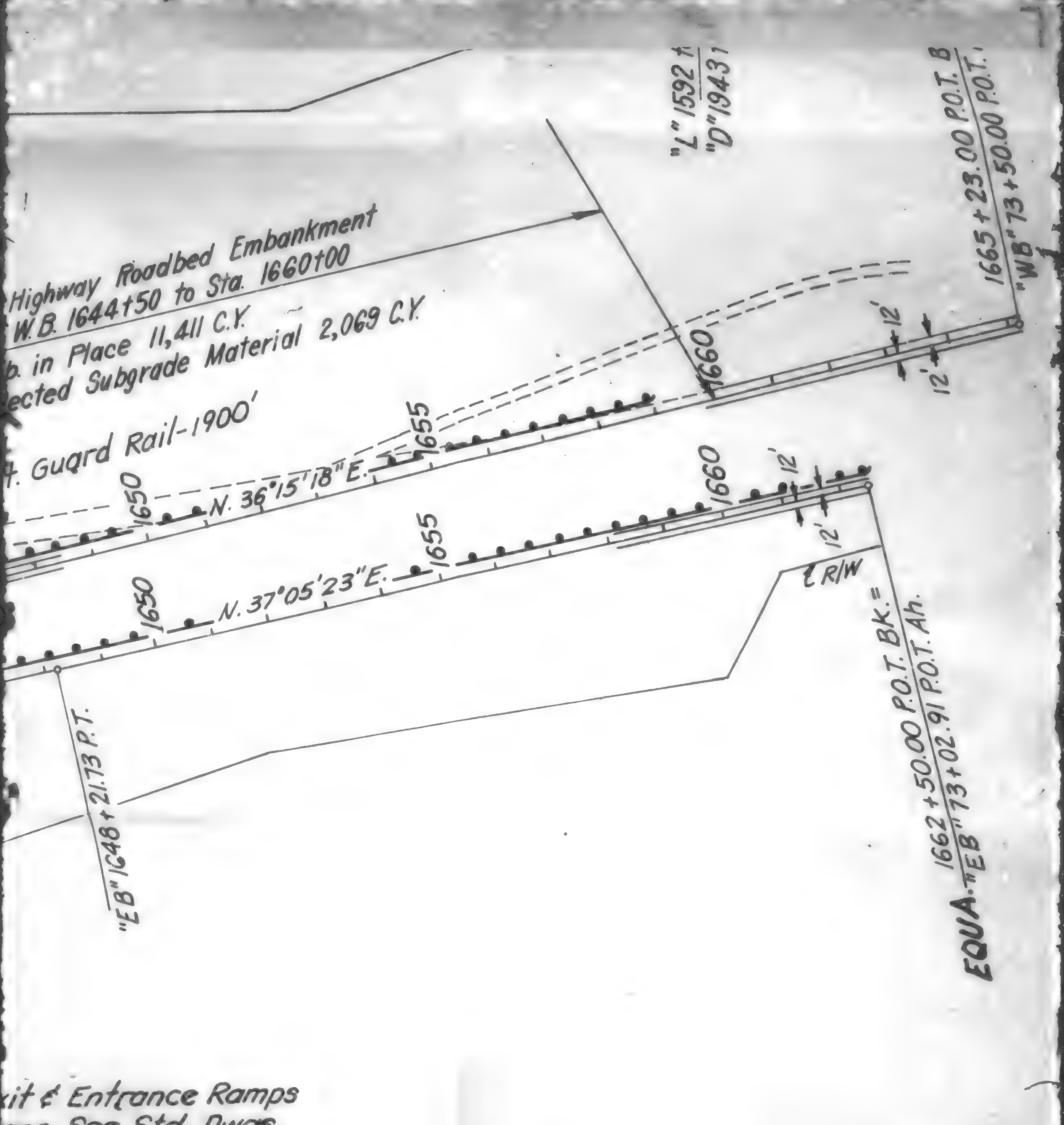
ARLINGTON INTERCHAN
(For Details, See Sheet 7-A)




"EB"
"L"
"EB" "WB"
1°00' C.R.
TΔ 10°06'19"
Ts 706.67'
2-400' Sps.
S=2°00'
EQUA. "L" / "EB"
HANGE
"WB"
1°00 C.L.
TΔ 9°48'37"
Ts 491.72'
"EB"
0°33' C.L.
TΔ 16°03'00"
Ts 1468.71'
"WB" 1627+31.03 P.C.C.
Const. Guard Rail-850'
1985
1990
1995
"B" LINE
N.48°23'20"E.
1615
1980
1620
1625
1630
N.45°42'32"E.
1980
Const. Guard Rail-650'
"A" 1985+95.64 P.O.T. = "EB" 1623+95.08 P.O.C. (12' Rt.)
Oil Median to Sta. 1625+25
Oil Median Ditch from Sta. 1625+25 to Sta. 1627+50
Sta. 1626+50 End Median Barrier, Begin Guard Rail

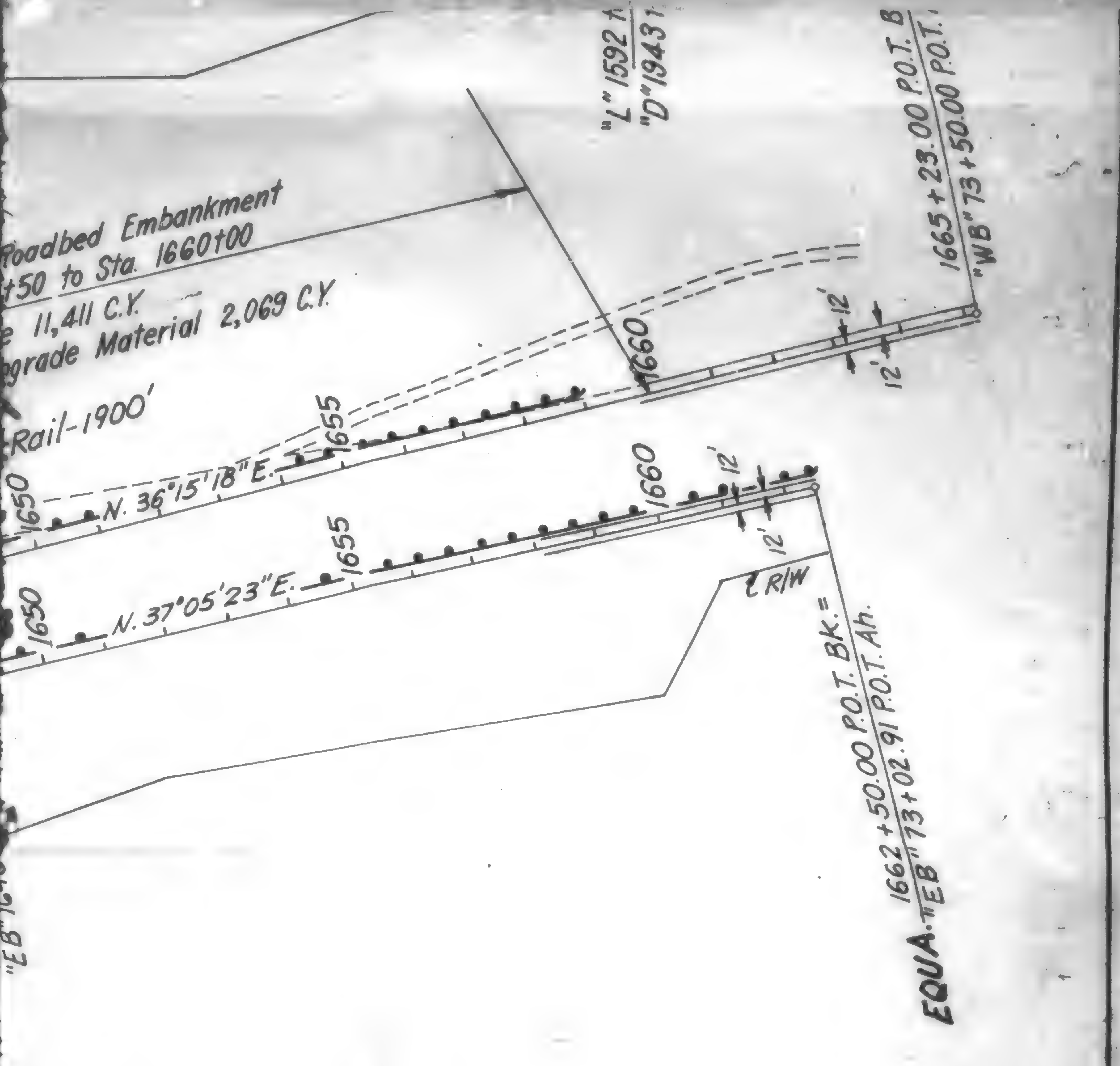


Note:
For Details of Exit & Entr
Not Shown on Plans See
2092 & 2093



xit & Entrance Ramps
ans See Std. Dwgs.

APPROVED DATE: 9 Sept. 63	APPROVED DATE:
COLONEL, C.E., DISTRICT ENGINEER	STATE HIGHWAY ENGINE



APPROVED DATE: 9 Sept. 63	APPROVED DATE:
COLONEL, C.E., DISTRICT ENGINEER	STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Act	Info		Init
		Director	
	✓	Eng Coord	
	✓	Dist Eng - 4	
✓	✓	3 Area A Eng	
		Dist Eng - 8	
		Area B Eng	
		Plan. Eng	
		Rt of Way	
		Bridge Eng	
		Admin Mgr	
		Maint	
		File	

May 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

There are attached two copies of a plan showing proposed partial illumination of the Arlington Interchange on the Columbia River Highway (I-80N). The estimated cost of the illumination is $27,000.

It is believed that this installation is warranted under Case B-4 of "An Informational Guide For Lighting Controlled Access Highways". The total current ADT ramp volume exceeds the 1,000 warrant for rural conditions. Traffic is experiencing difficulty at this interchange, particularly eastbound traffic wishing to leave I-80N and enter Arlington. Physical conditions are such that the ramp curves around a rock bluff and is not readily visible to a driver during the hours of darkness even with delineation.

Your approval of this project for Interstate participation is requested. ?

Isn't this 100%
Corps responsibil
per agreement?
In any event
forward to R.
for review pe
instructions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Atts.

315-1721 Talent (W. Valley View Rd.) 1970
Sec. (Grading & paving)
#7400

(YA 3885

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103917

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-10-70	CC 1237	

CREDIT DISTRIBUTION

315-1482-295 $211.58
315-1771-295 $3,501.42

City of Talent
PO Box 445
Talent, Oregon 97540

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mrs. Vivian V. Gordon			
Final Billing: Special City Allotment on E. Valley View Street. Contract No. 7382. Covered by agreement dated February 16, 1970.			
City's Advance Deposit			4,565.00
As per attached:			
Final Cost		27,562.77	
Agreed State share		24,149.77	
Agreed City share			3,413.00
To be refunded			1,152.00

RECEIVED
COUNTY & CITY SECTION
NOV 12 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

By ______________________________

Date November 9, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7400 Prefix 315-1721 Survey Prefix 315-1482

Street West Valley View Street

City Talent

Payments to Contractor (see attached voucher)	$24,251.69
Engineering and Contingencies	3,399.50
Survey: Total $1,995.15 Prorated Share	* 211.58
TOTAL	27,862.77
Agreed State Share	24,149.77
** Agreed City Share	3,713.00
City Advance Deposit	4,865.00
REFUND TO CITY	1,152.00

Reference: Outside Billing cc 1237

* Construction costs over $25,000 = 2,651.19 x 2,206.73 = $211.58
Construction costs: 27,651.19

** Cost of concrete curbs: $3,713.00

RU

Date Nov. 6, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7400 Prefix 315-1721 Survey Prefix 315-1482

Street W. Valley View Street

City Talent

Payments to Contractor (see attached voucher) .... $ 24,251.69

Engineering and Contingencies 3,399.50

Survey: Total $ 1995.15
Prorated Share .... * 211.58

TOTAL 27,862.77

Agreed State Share 24,149.77

** Agreed City Share 3713.00

City Advance Deposit 4865.00

1,152.00

REFUND TO CITY

Reference: Outside Billing GC1237

$$* \text{ Construction costs over \$25,000} = \frac{2651.19 \times 2206.73}{27{,}651.19} = 211.58$$

Construction Costs =

** Cost of Concrete Curbs $3713.00

RU

EGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY JACKSON		CONTRACT NO. 7400	ESTIMATE 3
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.	
SECTION TALENT /WEST VALLEY VIEW ROAD/			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DA
[illegible]	[illegible]	LUMP SUM	[illegible]	[illegible]
[illegible]2	9N COARSE AGG[illegible] 2051, 15 INCHES THICK	SQ YD	1.5000	3,860.
003	9N 3/4IN-[illegible] AGG [illegible] BASE, [illegible] INCHES THICK	SQ YD	.3000	3,438.
[illegible]	9N CLASS B ASP[illegible] CONCRETE,3 INCHES THICK	SQ YD	1.7500	3,647.
[illegible]5	9N 1[illegible]-INCH S[illegible] PIPE	LIN FT	11.[illegible]	72.
[illegible]	9N CONCRETE I[illegible], TYPE G-2	ONLY	140.0000	1.
[illegible]7	9N CONCRETE C[illegible]	LIN FT	2.5000	1,485.
[illegible]	9N ASPHALT APP[illegible]	ONLY	118.0000	13.
[illegible]	9N ADJUSTING [illegible]	ONLY	75.0000	2.
	PRICE AG[illegible] ITEMS			
30[illegible]	9N PURCH EXC [illegible] PIPE	LIN FT	5.1961	18.
	FORCE ACC[illegible] ITEMS			
[illegible]	9N SIGNING S[illegible]			

DATE [illegible] PC [illegible]	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO. 10172	% RETAINED ON CONTRACT ITEMS
CHECKED BY CP/js	FORCE ACCOUNT
ENGINEER OR AUDITOR E. C. Purdy	TOTAL PAYMENTS

	CONTRACT NO. [illegible]	ESTIMATE NO. Final	PREFIX NO'S. 315 1721 204(41) 1,273.43 Dr.
	FEDERAL AID PROJECT NO.		

ALLEY VIEW ROAD

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMO
[illegible]	[illegible]	100.000	[illegible]	[illegible]	
SQ Y	[illegible]	3,800.048	[illegible]	[illegible]	
SQ YD	[illegible]	3,438.033	[illegible]	[illegible]	
SQ YD	[illegible]	3,647.917	[illegible]	[illegible]	
LIN FT	[illegible]	72.000	792.00	[illegible]	
ONLY	[illegible]	1.000	[illegible]	[illegible]	
LIN FT	[illegible]	1,485.200	[illegible]	[illegible]	
ONLY	[illegible]	13.000	[illegible]	[illegible]	
ONLY	[illegible]	2.000	[illegible]	[illegible]	
LIN FT	[illegible]	18.000	[illegible]	[illegible]	
			[illegible]	[illegible]	
TOTAL CONTRACT ITEMS			24167.88	24167.88	
% RETAINED ON CONTRACT ITEMS				1,273.43	1,273.43
FORCE ACCOUNT			83.81	[illegible]	
TOTAL PAYMENTS			24,251.69	22,978.26	1,273.43

Form A-105—5M

NOTED
F. R. GRIFFIN

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Talent (West Valley View Road) Date September 30, 1970

Highway City Street Contract No. 7400 F. A. Project No. State

County Jackson Prefix 315-1721 Account No. 290-702

Description of Work To Be Done:

This order documents a credit to the project for excess sewer pipe that was purchased from the contractor under Price Agreement No. 1 and transferred to the Maintenance Section.

Location by Station Numbers:

Division Maintenance Yard, Central Point

Estimate of Quantities and Costs:

18-inch Sewer Pipe, Class V	18 Lin. Ft.	$93.53
Cr. for sewer pipe transferred to Maintenance		$93.53

Explanation:

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $

Present estimate of project cost, including $ 93.53 for work under this order $

Expected under-run / over-run (amount) . . . . . . $

Expected under-run / over-run (per cent) . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: Vince Gallagher for Bill Brown — Resident Engineer

Approval Recommended: — Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: — Division Engineer

Approved: — ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 PROGRESS ESTIMAT

SECTION TALENT /WEST VALLEY IEW ROAD/
COUNTY CKSON
AWARDED 06
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) SO CWD
B)
C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR M C LININGER & SONS INC
MEDFORD

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
001	GENERAL EXCAVATION	LUMP SUM	31000000	10000	310000	10000	310000
002	COARSE AGGREGATE BASE, 13 INCHES THICK	SQ YD	19000	410000	779000	3860648	733409
003	3/4IN-0 AGGREGATE BASE, 2 INCHES THICK	SQ YD	3000	3770000	113100	3438033	103141
004	CLASS B ASPHALT CONCRETE, 3 INCHES THICK	SQ YD	17500	3870000	677250	3647917	638385
005	18-INCH SEWER PIPE	LIN FT	110000	10000	11000	72000	79200
006	CONCRETE INLETS, TYPE G-2	ONLY	1400000	1000	14000	1000	14000
007	CONCRETE CURBS	LIN FT	25000	1630000	407500	1485200	371300
008	ASPHALT APPROACHES	ONLY	1100000	11000	121000	13000	143000
009	ADJUSTING MANHOLES	ONLY	750000	2000	15000	2000	15000
	TOTALS FOR ORIG. CONTRACT				2546850		2407435
	PRICE AGREEMENTS						
30101	PURCH EXC 18-INCH SEWER PIPE	LIN FT	51961			18000	9353

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

CWD

AWARDED 06 12 70

F.A.P.

CONTRACT NO. 7400

WORK DONE TO:

EXTENSION

APPROVED

A) 47 CWD

USED B)

C)

PREFIX 315 1721

ESTIMATED DATE OF COMPLETION:

R & SONS INC

ESTIMATE NO. 003

FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 08/28/70		TO COMPLETE 08/28/70		GROUP P OR N	NEW TOTAL TO DATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
10000	310000	100000	310000			9N		
3860048	733409	3860048	733409			9N		
3438033	103141	3438033	103141			9N		
3647917	638385	3647917	638385			9N		
72000	79200	72000	79200			9N		
2000	14000	2000	14000			9N		
1485200	371300	1485200	371300			9N		
13000	143000	13000	143000			9N		
2000	15000	2000	15000			9N		
	2407435		2407435					
18000	9353	18000	9353			9N		

OREGON STATE HIGHWAY DEPARTMENT 09/24/70 **PROGRESS ESTIMATE**

SECTION TALENT /WEST VALLEY IEW ROAD/
COUNTY CKSON
AWARDED 06
HIGHWAY CITY STREET
SPECIFIED COMPLETION A 50 CWD
B
C
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR M L LININGER & SONS INC
MEDFORD

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	FORCE ACCOUNTS						
801	FLAGGING 94001						
802	SIGNING 94002						8381
	* TOTAL PAY COSTS				2546850		2425169
	STATE FORCE ORDERS						
92001	ADJ SIGNAL						25000
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				15000		
94002	SIGNING EW 2				20000		
98999	CONTINGENCIES				116183		
99999	ENGINEERING				258185		275331
	GRAND TOTALS				2956218		2725500

RESIDENT ENGINEER ---------- DATE DE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 06 12 70

F.A.P.

CONTRACT NO. 7406

WORK DONE TO:

CWD

EXTENSION

APPROVED

PREFIX 315 1721

A) 47 CWD

NINGER & SONS INC

USED B)

C)

ESTIMATED DATE OF COMPLETION:

ESTIMATE NO. 003

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	08/28/70 AMOUNT	QUANTITY	08/28/70 AMOUNT		QUANTITY	AMOUNT
						9N		
	8381		8381			9N		
	2425169		2425169					
	25000				25000	9N		
						9N		
						9N		
	275331		124132		151199			
	2725500		2549301		176199			

DATE

DIVISION ENGINEER

RECEIVED
SEP 30 1970

FOR FILING

215-1721

7400

September 29, 1970

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 24, 1970, we wrote to you concerning release of final payment on Contract No. 7400 awarded to M. C. Lininger and Sons, Inc., for work on the West Valley View Road in Talent in Jackson County.

Final payment on this contract is $1,273.43 and the total contract amount is $24,251.69 including $83.81 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc M. C. Linirger & Sons, Inc.
Box 1145
Medford, Oregon

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
Ct. T. Keasey

RECEIVED
SEP 24 1970

315-1721
1400

September 24, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 28, 1970, on Contract No. 7400. The contract was with M. C. Lininger & Sons, Inc., and was for grading and paving on the Talent (West Valley View Road) Section in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 24, 1970, and that you concur in this procedure at the Commission meeting on September 30.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

ms sr

315-1721
7400

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Talent (West Valley View Road)		WEEK ENDING: September 5, 1970
		SECTION PREFIX: 315-1721
	HIGHWAY: City Street	COUNTY: Jackson
NAME OF JOB: Talent (West Valley View Road)	KIND OF WORK: Grading and Paving	
CONTRACTOR: [illegible]inger & Sons, Inc.	CONTRACT NUMBER: 7400	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June [illegible]	DATE WORK STARTED:	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS: 50	CALENDAR DAYS USED: 50
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 29,562.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 26,980.93	ENGINEERING AUTHORIZATION: $ 2,581.85	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED WORK EXCLUSIVE OF ENGINEERING: $ 26,980.93	ENGINEERING COST TO DATE: $ 2,255.63	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 87 %	August 28, 1970

smi-final estimate will be submitted by 9-9-70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	curbs	
	100	100	100			100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14	0.14			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	4,100			3,870
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair & Hot			
MONDAY	Fair & Hot			
TUESDAY	Fair & Hot			
WEDNESDAY	Fair & Hot			
THURSDAY	Overcast			
FRIDAY	Cloudy & Showers			
SATURDAY	Cloudy & Showers			

Routing
Morgan M
Decker
Bond B
Walker
Boehine
Swan
Glenn
Litchfield
Gallagher
Stein
RECEIVED
SEP 8 1970
CONSTRUCTION DIVISION
BEN GIFFORD
NOTED
R. G. [illegible]

GENERAL ESCRIPTION OF ACTIVITIES FOR HE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed project Friday, August 28, 1970. Semi-final expected to be submitted on 9-9-70.

C. T. Keasey, Regional Engineer, inspected this project Wednesday.

This will be the last weekly report for Talent (City Street)

By: Earl C. Purdy

For.

SIGNED B. E. Brown Res. Engr. LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUL 8 - 1970
FOR FILING

315-1721
7400

July 7, [illegible]

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7400 for grading and paving on West Valley View Road in the city of Talent in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
Bill E. Brown

RECEIVED
JUN 17 1970
FOR FILING

315-1721
7400

Bill Jerred

June 15, 1970

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your proposal for grading and paving on the Talent (W. Valley View Road) Section in Jackson County for the sum of $25,468.50 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Talent is received and the sum of $4,865.00 is deposited by the City.

Those conditions were satisfied and the State Highway Engineer later in the day awarded you the project, which has been assigned Contract No. 7400.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
C. T. Keasey
Bill E. Brown

NOTED
H. S. COX

June 8, 1970

Mrs. Vivian V. Gordon
City Recorder
City Hall
Talent, Oregon 97540

RE: Special City Allotment Project
West Valley View Street
City of Talent

Dear Mrs. Gordon:

This is to acknowledge receipt of the City's check (no. 433) in the amount of $4,865 as payment on the Special City Allotment project on West Valley View Street. This project is now clear for award of contract.

Your cooperation in this matter is appreciated, and if there are any questions, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Field Engineer

OHN:mm

bc: L. H. Young
F. D. Morgan
V. E. Skoog, attention John Herr: Check #433 delivered
to Jen
June 8, 1970

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

June 4, 1970

Mrs. Vivian V. Gordan
City Recorder
City Hall
Talent, Oregon 97540

Dear Mrs. Gordan:

On June 4, 1970, the State Highway Commission opened bids on the 1970 Special City Allotment project on West Valley View Street in Talent. The apparent low bid was submitted by H.C. Lininger and Son of Medford.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$25,468.50
Anticipated additonal items (flagging and signing)	350.00
TOTAL	25,818.50
14½% engineering and contingencies	3,743.68
TOTAL ANTICIPATED COST	29,562.18
City's estimated portion of preliminary engineering	303.00
	$29,865.18

As a contract cannot be awarded until the City has deposited its estimated share of the cost, please forward at your earliest convenience a check or warrant to this office in the amount of $4,865.00 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
C. T. Keasey

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

b

NOTED
[illegible]

NOTED
H. S. COX

May 8, 1970

City of Talent
City Hall
Talent, Oregon 97540

Attention: Mr. Robert D. Dames,
City Attorney

Re: W. R. Winkler Parcel
"I" Street, Talent
File No. 41420-A

Dear Sir:

It has been brought to our attention that the deed as filed on the subject parcel has an error due to an omission which is shown in red on a print hereto attached. Herewith is also a print of the option from which the deed was written.

Will you please furnish this office a copy of the recorded correction deed for our files.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H Norberg

Oscar H. Norberg
Field Engineer

OHN:mm
Att.

cc: Joe Carter

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
A. S. COX

4-3-70

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

SUBJECT: Right-of-way
1970 Special City Allotment Project
West Valley View Street
City of Talent

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way or rights-of-entry for the above referred to project have been secured.

Dated at Talent, Oregon, this 3rd day of April, 1970.

TALENT CITY COUNCIL

By Granvil Brittsan
Granvil Brittsan, Mayor

By Vivian V. Gordon
Vivian V. Gordon, Recorder

RECEIVED
APR - 6 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to D.J. Barbee for info
" " " C.T. Keasey " "

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
FEB 25 1970

FOR FILING

315-1721
7400

MISC. CONTRACTS and
AGREEMENTS No. 5885

February 17, 1970

City of Talent
City Hall
Talent, Oregon 97540

Attention: Mrs. Vivian V. Gordon
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering West Valley View Road from the Pacific Highway to the old Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

RECEIVED
FEB 9 - 1970
FOR FI

315-1721
7400

2-2-70

PREFIX NO. 315-1482

LOCATION PROSPECTUS
TALENT (VALLEY VIEW ROAD) SECTION
CITY STREET
JACKSON COUNTY

HIGHWAY: Valley View Road. Not on State or Federal highway system.

TERMINUS: The westerly end is at the intersection of Pacific Avenue and Valley View Road. The easterly end is at the intersection of the Rogue Valley Highway and Valley View Road.

LENGTH: 0.2 mile.

PROGRAM: 1970 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for grading and paving on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated.

TYPICAL SECTION: 42-foot curb-to-curb street section.

MATERIAL: Commercial Sources.

ADD'L FACILITIES: None.

AGREEMENTS: Routine Special City Allotment Project.

PARKS: None.

Attachment
February 2, 1970

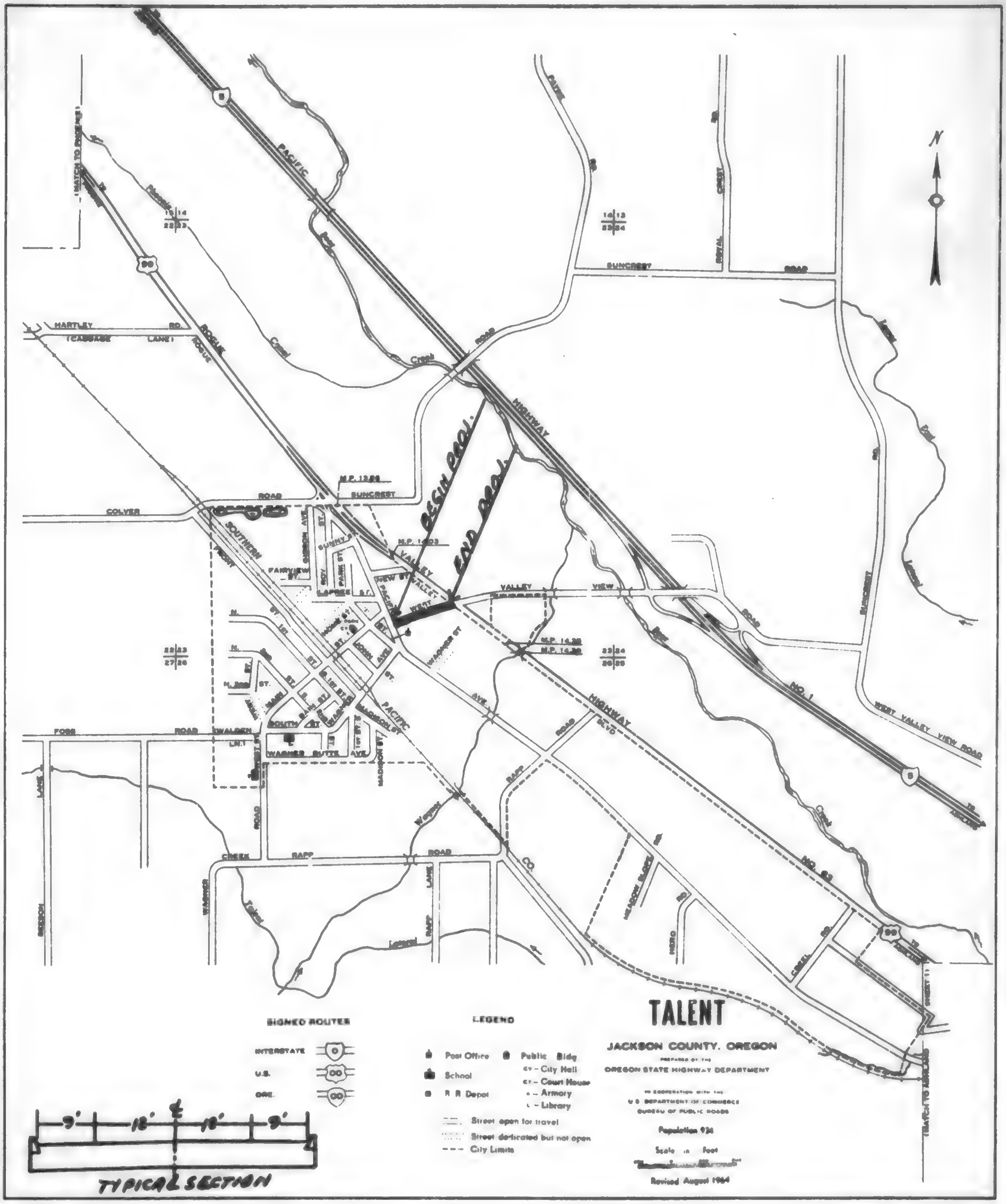
Oregon State Game Commission
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin

C. T. Keasey (3)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)

NOTED
R. L. PORTER

RECEIVED
FEB 4 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER



TALENT

JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 934

Scale in Feet

Revised August 1964

SIGNED ROUTES

- INTERSTATE
- U.S.
- ORE.

LEGEND

- Post Office
- Public Bldg
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- School
- R.R. Depot
- Street open for travel
- Street dedicated but not open
- City Limits

oca
70

FORM E 30

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 19, 1970

To: Mr. D. J. Barbee
Design Engineer
SALEM

SUBJECT: Authority for Survey
Valley View Road
City of Talent
Jackson County

Enclosed herewith is an Authority For Survey for Valley View Road in the City of Talent. This is to be a 1970 Special City Allotment project. This Authority for Survey will cover the cost of conducting the field survey, preparing plans, specifications and estimate of cost for grading and paving.

A meeting has been arranged for January 20, 1970 with city officials to go over the proposed project.

Your approval is recommended.

John Quiner
JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.
cc H. S. Cox

RECEIVED
JAN 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section West Valley View Road Highway City of Talent County Jackson Prefix 315-1482

Res. Engr. ____ Approx. Length 0.15 Miles. Sta. ____ to Sta. ____ Date 1-15-70

Mean Truck A.D.T. 54 Traffic Coefficient 6.5 18 kip s.a. per day 8.4.

Annual Precipitation 20"±   Frost Penetration - - - -.

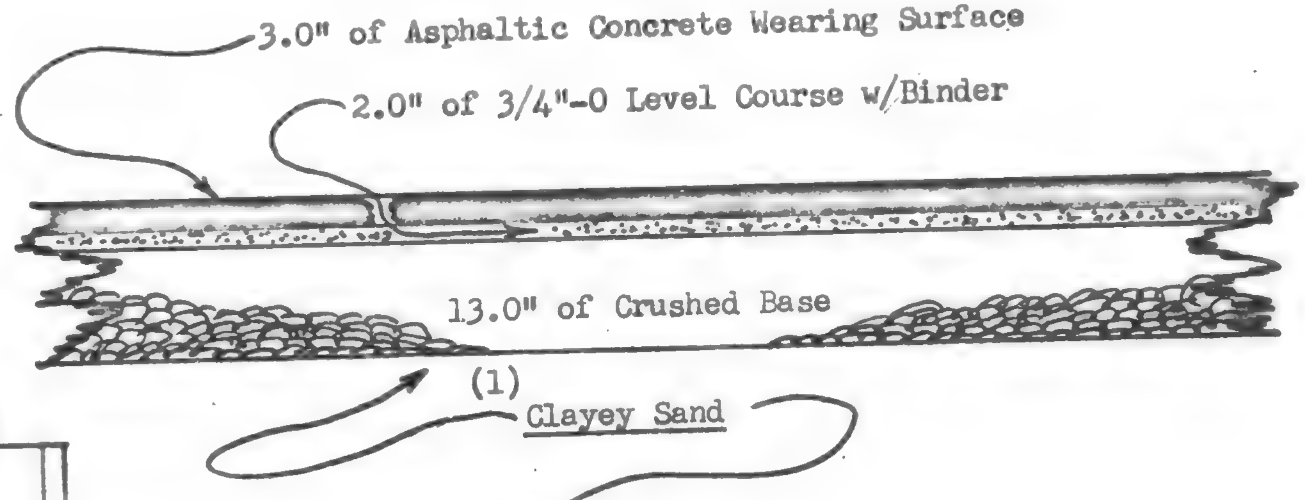
CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	A.C.
	2.0	2.0	Level
	13.0	13.0	Cr. Base
21.0	21.0	18.0	

STANDARD CRUSHED

(1)
Typical Soil

40	LL
21	PI
84	%P 10
55	%P200
16	%Gravel
13	%C Sand
16	%F Sand
26	%Silt
29	%Clay
8	"R" Value

1-15-70


3.0" of Asphaltic Concrete Wearing Surface
2.0" of 3/4"-0 Level Course w/Binder
13.0" of Crushed Base
(1)
Clayey Sand

AASHO CLASSIFICATION:
A-6 (8)

MATERIAL SOURCES:
To be determined
by the Engineer

See Page 2 for remarks.

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MAR 12 1970
FOR FILING

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County - City (2)

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 16 1970
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

Submitted by C. J. Berg
for Staff Assistant

Recommended by John C. Jenkins
Engineer of Materials

Recommended by L. L. Decker
asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

SECTION: West Valley View Road
HIGHWAY: City of Talent
COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
4.8 - 6.0	2.0"	—	2.0"	12.0"	—	18.0"	16.0"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Remarks:

The condition of the existing roadway materials precludes any salvage efforts. The 2.0" Oil Mat is badly broken, rutted, and heavily patched. The base averages about 4.0" of 1.5"-0 pit run gravel mixed with decomposed granite. Tests indicate an excess of material P#200 sieve, low sand equivalent, and high degradation.

The Field (Earl Purdy, Asst. Resident Engineer) anticipates no problem concerning driveways, road approaches, etc. using either of the surfacing thickness designs recommended.

Attached is a cost comparison between Standard Crushed and Full Depth Asphalt sections.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

	NEW WORK			
1.0"	Asphaltic Concrete W.S.	-	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	-	1.8 "	Crushed Base
1.0"	Cement Treated Base	-	1.8 "	Crushed Base
1.0"	Oil Mat	-	1.1 "	Crushed Base
1.0"	Stone Subbase	-	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	-	— "	Crushed Base
1.0"	Asphaltic Concrete Base	-	2.5 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: West Valley View Road

HIGHWAY: City of Talent

COUNTY: Jackson

1350 Present ADT (1970)

3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	32	1.7	54	43	450	19,350
3	6	1.7	10	8	1000	8,000
4	0	---	--	--	1250	- - -
5	2	1.7	3	3	3180	9,540
6	0	---	--	--	2570	- - -
				54 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 36,890

TWENTY YEAR EWL 737,800

TRAFFIC COEFFICIENT 6.5

SECTION: West Valley View Road

HIGHWAY: City of Talent

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.15 mi.) project, and traffic does not warrant the use of C.R.P.C.C.

18-1146 Midland Information Center, on 1970
The Dalles-Calif. Hwy., S. of Kla.
#7401 Falls (Building)

[illegible]
[illegible]
FOR FILING
18-1146
7401

January 19, 1972

Concrete Products, Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

Attention: Douglas Stiles

Gentlemen:

This is to acknowledge your letter of January 7 concerning your claim against M. E. West in the amount of $528.76 for materials used at the Midland Information Center in Klamath County.

From the description given in your letter of December 31, it appeared that this was in connection with the Ross Bros. Construction, Inc., Contract No. 7401.

Further investigation reveals that the State Department of General Services, Purchasing Division, at the request of the State Parks Section received bids for extruded curb work at the Midland Information Center and that M. E. West was the successful bidder. This was a contract agreement CA56-70 which was handled by the Department of General Services.

Your letter of December 6 addressed to Norm Krehbeil at the Highway Office in Bend was referred to our Accounting Office. They referred this letter to Mr. Joe Deutsch, Purchasing Division, Department of General Services. Copies of your letters are being forwarded to Mr. Deutsch for his information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Co. of America
Ross Bros. Constr., Inc.
Department of General Services
Purchasing Division
Attn: Joe Deutsch

CWH:fkn

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.E.
SALEM, OREGON 97303

January 12, 1972

Concrete Products Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

Atten: Douglas Stiles

Gentlemen:

We have received a copy of the letter written you by Mr. Floyd Query of the Oregon State Highway Commission in regards to the Midland Information Center project.

It would seem that Mr. Query has given you some mis-information pertaining to your claim against M. E. West Construction Company and our relationship with these people. Please be advised that we had no contractural relationship with M. E. West Construction and that the contract was let to them by the Oregon State Highway Commission.

We were delayed on the project by these people due to the fact that they had to redo a portion of their work therefore delaying us. Mr. Query seems a bit hasty in assuming that Ross Bros did all the work at Midland Information Center. Also General Insurance Company did not furnish the performance bond on the portion of the contract you made reference to. They did furnish the performance bond for Ross Bros portion of the contract, which in no way is related to the contract you refer to.

If we can be of any further assistence to you in solving your problem please feel free to call on us.

Very truly yours,

ROSS BROS CONSTRUCTION INC

R. K. Ross

RKR:lb
cc: Floyd Query, Oregon State Highway Comm.
Curry - Kropp - Cates Inc.
General Insurance Company

Cec — What gives?

FQ

RECEIVED
JAN 1[illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

CONCRETE PRODUCTS, INC.

BATCH PL LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

January 7, 1972

Mr. Floyd Query
State Highway Building
Salem, Oregon 97310

Subject: M.E. West-Midland Information Center

Dear Mr. Query:

Thank you for your answer to our letter, the amount of M.E. West's bill with us is $528.76.

We first wrote to Norm Krehbeil, in Bend, Oregon for the contract number on the job. We notified him that we were trying to process a claim on the above job. That first letter was written on December 6, 1971, a copy of which is enclosed.

This is the first time that we knew of the six-month period for filing, we had tried several times to get in touch with them, and was told he was having some difficulty, so we tried to go along with him; but finally our bills were being returned unopened and we decided we had to do something else.

Do we need to notify the General Insurance Co. or send them a statement?

Very sincerely yours,

Douglas Stiles

Douglas Stiles

DS:vsd

RECEIVED
JAN 11 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

C.P.I.
Concrete Products, Inc.

BATCH PLANT LOCATION- 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

December 6, 1971

Mr. Norm Krehbeil
State Highway Building
Bend, Oregon

Subject: Midland Information Center

Dear Sir:

Please be advised that we wish to make a claim against the payment bond of the M.E. West Extruded Curbs for materials purchased for the Midland Information Center.

We would appreciate your help in processing our claim. Please contact us at your convenience if you have any questions or desire further information.

Very sincerely yours,

Douglas Stiles

DS:vsd

RECEIVED
JAN 11 1972
OREGON
STATE HIGHWAY COMMISSION

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JAN [illegible]
FOR FILING

18-1146
7401

January 5, 1972

Concrete Products, Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

Attention: Douglas Stiles

Gentlemen:

This is in reply to your letter of December 31, 1971, advising us that M. E. West Construction of Portland owes you (amount not stated) for extruded curbs at the Midland Information Center, Contract No. 7401.

This appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7401 for buildings in the Midland Information Center on The Dalles-California Highway in Klamath County.

The General Insurance Company of America furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. This project was completed April 14, 1971, and accepted by the Highway Commission on May 18, 1971.

Attached are excerpts from the Oregon Laws Relating to Public Contracts; Bonds; Actions on Bond. The portion relating to the filing of claims is outlined on Pages 2 and 3.

We are forwarding a copy of your letter to the surety and the principal contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc General Insurance Company of America
Ross Bros. Construction, Inc.

CWH:dr

C-P-I
CONCRETE PRODUCTS, INC.

BATCH PL[illegible] LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

December 31, 1971

Mr. Floyd Query
State Highway Building
Salem, Oregon 97310

Subject: Extruded curbs at the Midland Information Center
Contract #7401
Claim against payment bond-M.E. West Construction
Concrete Extruded Curbs, Portland, Oregon 97214

Dear Mr. Query:

In regards to the above claim we have not heard from them and were wondering if we can file a claim against them.

We have tried repeatedly to get in touch with them, but to no avail and now our statements are being returned.

We would appreciate any help you can give us on this.

Thank you.

Very sincerely yours,

Douglas Stiles

Douglas Stiles

DS:vsd

NOTED
FLOYD QUERY

RECEIVED
JAN 3 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 01 1971
FOR FILING

18-1146
7401

#3

November 26, 1971

Ross Bros. Construction, Inc.
390 Apple Blossom Avenue, North
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your second request for elimination of liquidated damages for the period December 1, 1970 to December 14, 1970, on Contract No. 7401 for construction of the Midland Information Center in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
I. D. Merchant
V. E. Shoog
J. F. Putnam
E. J. Dunn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7401 Contractor Ross Bros. Construction, Inc.

Highway The Dalles-California

Section Midland Information Center

Kind of Work Two Buildings, Sewage Disposal System, Etc.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED, ~~or GRANTED.~~** The reasons for such recommendation are as follows:

Recommend this request be denied. Sidewalk work was available to contractor prior to specified completion date.

Recommended for Approval:

J H Putnam
Division Engineer

Ivan D Merchant
~~Construction Engineer or~~
Bridge Engineer

Assistant State Highway Engineer

Contract No.	7401
Project designation (State-Federal)	State
Date awarded	June 12, 1970
Work started	July 7, 1970
Per cent completed	100% April 14, 1971
No. of Workdays Allowed	Specified Completion Date November 30, 1970
No. of Workdays Used	Completion Date April 14, 1971
No. of Added Workdays Requested	November 30, 1970 to April 14, 1971

RECEIVED
OCT 4 1971
BRIDGE DIVISION

[illegible] (Rev.)—5M—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ SPECIFIED COMPLETION DATE
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 17, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~xxxxxxxxxxxxxxxxxxxxxx~~ November 30, 1970 to April 14, 1971 ~~xxxxxxxxxxxxxxxxxx~~, within which to complete our Contract No. 7401, without the assessment of liquidated damages. The said contract is described as follows:

Midland Information Center, Klamath county, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Supplemental Request (Original dated 4-30-71)

1. The State Highway Commission assessed liquidated damages for the period 12-1-70 to 12-14-70. We herewith submit additional information and request consideration for an additional extension allowance.
2. We were unable to complete concrete sidewalk construction because the curb contractor delayed the Project until winter weather hindered operations. The resident engineer cancelled a scheduled pour because of cold weather. The last sidewalk pour was completed 12--12-70. This situation was beyond our control.

Respectfully submitted

ROSS BROS. CONSTRUCTION, INC.
Contractor

By Ross

CONSENT OF SURETY

Date 9-17, 1971

We, [illegible], as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred Kangen
Attorney-in-Fact
Attorney-in-fact
CURRY - KROPP - CATES, INC.

(SEAL)

Fred Kangen
Resident Agent

RECEIVED
NOV 1 - 1971
FOR FILING

12-1146
7401

November 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
November 24, 1971 meeting

Gentlemen:

On September 8, 1971, the Commission granted Ross Brothers Construction Company, contractor for the construction of the Midland Information Center on The Dalles-California Highway in Klamath County, Contract 7401, an extension of time for the period December 15, 1970 to April 14, 1971, without assessment of liquidated damages and assessed the contractor liquidated damages for the period December 1, 1970 to December 14, 1970 in the amount of $1,050.

The contractor has presented a supplemental request, asking for relief from the liquidated damage assessment.

The contractor has not presented any new evidence or facts that were not considered in our original recommendation.

I recommend this supplemental request be denied and the liquidated damages assessed on September 8, 1971 stand.

This matter will be on the agenda for the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
I. D. Merchant
F. D. Morgan
L. H. Young
V. E. Skoog
J. F. Putnam

CAG:ag kw

4b

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd. (Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

RECEIVED
SEP 29 1971

18-1146

7401

September 22, 1971

General Insurance Company of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $9,075 will be made to Ross Bros. Construction, Inc., on Contract No. 7401 for buildings in Midland Information Center on The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $89,087.16, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Ross Bros. Construction, Inc.
359 Apple Blossom Ave., N.
Salem, Oregon 973030

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
OCT 11 1971
FOR FILING

18-1146
7401

#3

September 10, 1971

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for an extension of the completion date from November 30, 1970, to April 14, 1971, the date of completion, on Contract No. 7401 for buildings in the Midland Information Center on The Dalles-California Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission assessed liquidated damages for the period December 1 to December 14, 1970, the time consumed beyond the specified completion date in completing the facility less the area illumination, and waived liquidated damages beyond that date.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
J. F. Putnam
H. D. Krehbiel

fkn:kl:dr

E-[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
SPECIFIED COMPLETION DATE
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 30, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays from~~ Specified completion date from 11-30-70 ~~days to~~ to 4-15-71 ~~days~~, within which to complete our Contract No. 7401, without the assessment of liquidated damages. The said contract is described as follows:

Midland Information Center, Klamath County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

A delay in delivery of the metal light poles, which was beyond the control of the electrical sub-contractor. See copies of original purchase order and correspondence confirming causes for delay.

Respectfully submitted,

Ross Bros. Construction, Inc
Contractor

By G G Lundmark

CONSENT OF SURETY

Date May 3, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
CURR[illegible] - KR[illegible]LS, INC.

Resident Agent

(SEAL)

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JUN 1 - 1971
BRIDGE DIVISION

PAGE 3: TONGUE

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7401 Contractor Ross Bros. Construction, Inc.

Highway The Dalles-California

Section Midland Information Center

Kind of Work Buildings

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Assess liquidated damages for the period December 1, 1970 to and including December 14, 1970 (14 days). Waive liquidated beyond that date, account delay in delivery of light standards.

Recommended for Approval:

J. Putman
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~
Bridge Engineer

A. E. Johnson
Assistant State Highway Engineer

Contract No. 7401

Project designation State
State-Federal

Date awarded June 12, 1970

Work started July 7, 1970

Per cent completed 100 4-14-71
Date

Specified Comp. Date 11-30-70

Actual Completion Date 4-14-71

No. of Added Workdays Requested ~~135~~ 121

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FOR FILING

18-1146
7401

August 5, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 3
September 7, 1971 Meeting

Gentlemen:

Ross Bros. Construction, Inc., contractor for the Midland Information Center on The Dalles-California Highway in Klamath County, Contract 7401, has requested that the completion date for the work be advanced from the specified date of November 30, 1970 to the actual completion date of April 14, 1971, without assessment of liquidated damages. The contractor cites failure on the part of his luminaire pole supplier to deliver the poles on time as his reason for the delay in completing the work on time.

The buildings and all appurtenances were essentially complete and ready for occupancy on December 14, 1970, 14 days after the specified completion date. The only work remaining to be done on that date was the installation of the area illumination system, consisting of 14 metal light standards and the usual luminaires, fittings, wiring, etc. The poles were delivered April 5, 1971, and the contract work completed April 14, 1971.

Fabrication of metal light standards is a specialty item in steel shops. We know of three firms doing this type of work. They are Valmont Industries, Valley, Nebraska, Union Metal Co. of Los Angeles, California and Weld-Rite Co. of Oakland, California. Past experience indicates that none of these producers are too prompt in their deliveries to contractors. In this instance the contractor accepted the quotation of Valmont Industries and their reason for failure to deliver on time is that production was delayed due to installation of new production equipment in the plant.

Delay in delivery of the light standards is considered to be an extenuating circumstance beyond the control of the contractor. Plans for use of the facility contemplated manning the information center building about May, 1971 and opening the rest rooms to public use sometime in April.

I recommend that the contractor be assessed liquidated damages for the period December 1 to December 14, 1970, the time consumed beyond the specified completion date in completing the facility less the area illumination, and that liquidated damages be waived for time consumed beyond that date. This assesses liquidated damages in the amount of $1,050.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:ag kw
cc Floyd Query
Tom Edwards
A. E. Johnson
Victor Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
J. F. Putnam

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MAY 25 1971

FOR FILING

18-1146

7401

May 24, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On April 20, 1971, we wrote to you concerning release of final payment on Contract No. 7401 awarded to Ross Bros. Construction, Inc., for the Midland Information Center on The Dalles-California Highway in Klamath County.

Final payment on this contract is $4,521.66 and the total contract amount is $80,012.16. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Ross Bros. Construction, Inc.
359 Apple Blossom Ave., N.
Salem, Oregon 97303

Frank Morgan
Ivan Merchant
V. E. Skoog
J. F. Putnam

RECEIVED
MAY 19 1971
FOR FILING

18-11-[illegible]
7401

May 18, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed April 14, 1971 on Contract No. 7401. The contract was with Ross Bros. Construction, Inc. and was for a building on the Midland Information Center Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 18, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-1146

FORM E-1 (REV. 10-69) 7401

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Midland Information Center

WEEK ENDING: May 1, 1971

SECTION PREFIX: 18 - 1146

HIGHWAY: The Dalles - California

COUNTY: Klamath

NAME OF JOB: Midland Information Center

KIND OF WORK: Two Buildings, Sewage Disposal System, Etc.

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 7401

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: June 12, 1970

DATE WORK STARTED: July 7, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: -

WORK DAYS USED: -

SPECIFIED CALENDAR DAYS: -

CALENDAR DAYS USED: -

SPECIFIED COMPLETION DATE: November 30, 1970

PERCENT OF TIME ELAPSED: 179

PROJECT AUTHORIZATION: $103,546.35

EXCLUSIVE OF ENGINEERING: $94,503.00

ENGINEERING AUTHORIZATION: $9,043.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Exclusive of Engr. 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $90,136.24

ENGINEERING COST TO DATE: $10,170.77

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

Liq. Dam. $10,125

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: -4.6%

PERCENT OF AUTHORIZATION: 112.5

DATE PROJECT WAS COMPLETED: April 14, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. cldy. Wind mild.			
MONDAY 8	Clear mild			
TUESDAY	Ptly. Cldy-mild			
WEDNESDAY	" " "			
THURSDAY	" " "			
FRIDAY	Overcast-Mild			
SATURDAY	" "			

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[illegible] 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed.

Semi-final will be submitted next week.

This will be the last weekly report for this project.

cc: Bridge (2)
Const. (1)
Div. (1)
File (1)

R. J. Dunn

SIGNED [illegible] LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUL 6 - 1970
FOR FILING

18-1146
7401

July 3, 1970

Ross Bros. Construction, Inc.
359 Apple Blossom Ave., N.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7401 for buildings in Midland Information Center on The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Enclosure

cc General Ins. Co. of America
520 S. W. 6th
Portland, Oregon 97204

Frank Morgan
D. J. Barbee
Ivan Marchant
J. F. Putnam
N. D. Krehbiel

RECEIVED
JUN 17 1970
FOR FILING

18-1146
7401

June 15, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7401 in the amount of $90,433.50 at the Midland Information Center on The Dalles-California Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cc

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
J. F. Putnam
H. D. Krehbiel

318-1707 Chiloquin (2nd Avenue and 1970
Blockinger St.) Section,
#7402 (Grading & paving)

OfA 3888

Date January 27, 1971

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7402 Prefix 318-1707 Survey Prefix 318-1483

Street Second Avenue and Blocklinger Street

City Chiloquin

Payments to Contractor (see attached voucher)	$ 17,602.33
Engineering and Contingencies	1,921.93
Survey: Total $ 2,432.50 Prorated Share	--
TOTAL	19,524.26
Agreed State Share	19,524.26
Agreed City Share	--
City Advance Deposit	None

Reference: Outside Billing None

OHN:mm

RU

REGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY KLAMATH		CONTRACT NO. 7402	ESTIMATE N 3
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO.	
SECTION CHILOQUIN /2ND AVE & BLOCKLINGER/			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
001	9N GENERAL EXCAVATION	CU YDS	4.0000	315
002	9N COARSE AGGREGATE BASE	CU YDS	6.5000	610
003	9N 3/4 IN-0 AGGREGATE BASE	CU YDS	7.0000	165
004	9N CLASS B ASPHALT CONCRETE	TONS	11.0000	1,012
005	9N 12-INCH CULVERT PIPE	LIN FT	6.0000	14

DATE 09 04 7[illegible] PG. 01 7402	TOTAL CONTRACT ITE
PREVIOUS VOUCHER NO. 8279	% RETAINED ON CONTRACT ITEM
CHECKED BY: CP/js	FORCE ACCOUN
ENGINEER OR AUDITOR W. W. Robertson	TOTAL PAYMEN

	CONTRACT NO. 7402	ESTIMATE NO. 3 F	PREFIX NO'S. 318 1707 204(41) 1,079.50 Dr.
	FEDERAL AID PROJECT NO.		

AVE & BLOCKLINGER/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	4.0000	315.400	1261.60	1261.60	
CU YDS	6.5000	610.000	3965.00	3965.00	
CU YDS	7.0000	165.000	1155.00	1155.00	
TONS	11.0000	1,012.430	11136.73	11136.73	
LIN FT	6.0000	14.000	84.00	84.00	
TOTAL CONTRACT ITEMS			17602.33	17602.33	
% RETAINED ON CONTRACT ITEMS				1,079.50	1,079.50
FORCE ACCOUNT					
TOTAL PAYMENTS			17,602.33	16,522.83	1,079.50

HIGHWAY ACCOUNTING DIV.
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EGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY KLAMATH

CONTRACT NO. 7402

ESTIMATE

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION CHILOQUIN /2ND AVE & BLOCKLINGER/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO
001	9N GENERAL EXCAVATION	CU YDS	4.0000	31
002	9N COARSE AGGREGATE BASE	CU YDS	6.5000	61
003	9N 3/4 IN-0 AGGREGATE BASE	CU YDS	7.0000	16
004	9N CLASS B ASPHALT CONCRETE	TONS	11.0000	1.01
005	9N 12-INCH CULVERT PIPE	LIN FT	6.0000	1

DATE 09 04 7 PG. 01 7402	TOTAL CONTRACT ITE
PREVIOUS VOUCHER NO. 8279	% RETAINED ON CONTRACT ITE
CHECKED BY: CP/js	FORCE ACCOU
ENGINEER OR AUDITOR W. W. Robertson	TOTAL PAYME

	CONTRACT NO. 7402	ESTIMATE NO. 3 F	PREFIX NO'S. 318 1707 204(41) 1,079.50 Dr.
	FEDERAL AID PROJECT NO.		

ND AVE & BLOCKLINGER/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	4.0000	315.400	1261.60	1261.60	
CU YDS	6.5000	610.000	3965.00	3965.00	
CU YDS	7.0000	165.000	1155.00	1155.00	
TONS	11.0000	1,012.430	11136.73	11136.73	
LIN FT	6.0000	14.000	84.00	84.00	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	17602.33	17602.33	
% RETAINED ON CONTRACT ITEMS		1,079.50	1,079.50
FORCE ACCOUNT			
TOTAL PAYMENTS	17,602.33	16,522.83	1,079.50

HIGHWAY ACCOUNTING DIV.
NOV 1 8 [illegible]
RECEIVED

RECEIVED
SEP 22 1970

318-1707
7402

September 22, 1970

Seaboard Surety Company
315 Montgomery
San Francisco, California 94104

Gentlemen:

Contract No. 7402 awarded to Asphalt Paving Company for grading and paving 2nd and Bloehlinger Avenues in Klamath County was completed on August 11, 1970, and accepted by the Highway Commission on September 21, 1970.

Final payment in the amount of $1,079.50 will be released to the contractor after September 29, 1970. The total contract amount is $17,602.33 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Seaboard Surety Co.
100 William Street
New York 38, New York

Asphalt Paving Co.
350 Spring Street
Klamath Falls, Oregon 97601

Ivan Merchant
V. E. Shoog
Attn: John Kerr
J. F. Putnam

Frank Morgan

SEP 28 1970

318-1707
7402

September 21, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 11, 1970, on Contract No. 7402. The contract was with Asphalt Paving Company and was for grading and paving on the Chiloquin (2nd Avenue and Blocklinger) Section in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 21, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
Ivan D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

ms NT

OREGON STATE HIGHWAY DEPARTMENT 09/16/70 **PROGRESS ESTIMA**

SECTION CHILOQUIN /2ND AVE (LOCKLINGER/
COUNTY MATH
AWARDED 06
SPECIFIED COMPLETION A) 50 CWD
B)
C)
HIGHWAY CITY STREET
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR ASPHALT PAVING CO
KLAMATH FALLS

9-16-70

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
001	GENERAL EXCAVATION	CU YDS	4000	340000	136000	315400	126160
002	COARSE AGGREGATE BASE	CU YDS	6500	720000	468000	610000	396500
003	3/4 IN-0 AGGREGATE BASE	CU YDS	7000	170000	119000	165000	115500
004	CLASS B ASPHALT CONCRETE	TONS	11000	1300000	1430000	1012430	1113673
005	12-INCH CULVERT PIPE	LIN FT	6000	10000	6000	14000	8400
	TOTALS FOR ORIG. CONTRACT				2159000		1760233
	FORCE ACCOUNTS						
801	FLAGGING 94001						
	* TOTAL PAY COSTS				2159000		1760233
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				10000		
98999	CONTINGENCIES				97605		

PROGRESS ESTIMATE AND COST REPORT PAGE NO. 01 FORM E-498 (REV 5-69)

AWARDED 06 12 70 F.A.P. CONTRACT NO. 7402 WORK DONE TO:

CWD

EXTENSION APPROVED PREFIX 318 1707

A) 46 CWD ESTIMATED DATE

AVING CO USED B) ESTIMATE NO. 003 OF COMPLETION:

ALLS C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/11/70		TO COMPLETE 08/11/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
315400	126160	315400	126160			9N		
610000	396500	610000	396500			9N		
165000	115500	165000	115500			9N		
1012430	1113673	1012430	1113673			9N		
14000	8400	14000	8400			9N		
	1760233		1760233					
						9N		
	1760233		1760233					
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/16/70 PROGRESS ESTIMA

SECTION CHILOQUIN /2ND AVE LOCALINGER/
COUNTY [illegible]MATH
AWARDED 06
50 CWD
HIGHWAY CITY STREET
SPECIFIED COMPLETION
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR ASPHALT PAVING CO
KLAMATH FALLS

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
99999	ENGINEERING				216900		216967
	GRAND TOTALS				2483505		1977200

------ RESIDENT ENGINEER ------------------------------------ DATE D

PROGRESS ESTIMATE AND COST REPORT PAGE NO. 02 FORM E-190 (REV. 5-69)

0 CWD
AWARDED 06 12 70
EXTENSION
F.A.P.
APPROVED
USED A) 46 CWD
B)
C)
CONTRACT NO. 7402
PREFIX 318 1707
ESTIMATE NO. 003
FINAL
WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

PAVING CO
FALLS

CORRECTED ESTIMATE		PERFORMED TO DATE 08/11/70		TO COMPLETE 08/11/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	216967		1195		215772			
	1977200		1761428		215772			

DATE DIVISION ENGINEER

318 - 1707
7402

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Chiloquin (2nd Ave. - Blocklinger)

WEEK ENDING: August 28, 1970

SECTION PREFIX: 318-1707

HIGHWAY: City Street

COUNTY: Klamath

NAME OF JOB: Chiloquin (2nd Ave.-Blocklinger)

KIND OF WORK: Grading & Paving

CONTRACTOR: Asphalt Paving Co.

CONTRACT NUMBER: 7402

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 12, 1970

DATE WORK STARTED: July 20, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ WORKDAYS 50

WORK DAYS USED

CALENDAR ~~DAYS USED~~ WORKDAYS USED 46

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 92

PROJECT AUTHORIZATION: $24,835.05

EXCLUSIVE OF ENGINEERING: $22,666.03

ENGINEERING AUTHORIZATION: $2,169.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $17,602.33

ENGINEERING COST TO DATE: $1,750.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXX UNDERRUN 22 %

PERCENT OF AUTHORIZATION: 80.7%

DATE PROJECT WAS COMPLETED: August 11, 1970

Semi-final submitted
August ~~24~~, 1970
25

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	AC PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.27	0.27			0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	340 CY	890 CY			1,300 ton
TOTAL QUANTITIES CORRECTED TO DATE	315 CY	775 CY			1,012 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	315 CY	775 CY			1,012 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY				
SATURDAY				

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 31 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Working on semi-final
TUESDAY	Working on semi-final
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SEMI-FINAL ESTIMATE DELIVERED TO REGION OFFICE, Tuesday August 25, 1970.

THIS IS THE FINAL WEEKLY REPORT.

SIGNED W. W. Robertson LOCATION Bend
W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 30 1970
FOR FILING

318-1707

7402

June 29, 1970

Asphalt Paving Co.
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7402 for grading and paving on 2nd Avenue and Blocklinger Street in Chiloquin in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Seaboard Surety Company
100 William Street
New York, New York 10038

bcc J. F. Putnam
R. J. Dunn
F. D. Morgan
D. J. Barbee
I. D. Merchant

RECEIVED
JUN 25 1970
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION B-350

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon and has a population of 890 as given by the latest official census; and

WHEREAS, the following streets of said city, 2nd Ave. from Schonchin St. To Yahooskin St. + Yahooskin St. from 2nd Ave. to 1st Ave.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of Chiloquin does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lloyd Peters as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23rd day of June, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

Mayor

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular or special meeting of said Council, held on the 23rd day of June, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 23rd day of June, 1970.

Lloyd Peters
City Recorder

(cc-50, 1959 Rev.)

RECEIVED
JUN 17 1970

FOR FILING

318-1707

7402

June 15, 1970

Asphalt Paving Co.
P. O. Box 938
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7402 in the amount of $21,590.00 on the Chiloquin (2nd Avenue and Blocklinger Street) Section in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
J. F. Putnam
E. J. Dunn

NOTED
H. S. COX

Mr. Lloyd Peters
City Recorder
City Hall
Chiloquin, Oregon 97624

June 4, 1970

Dear Mr. Peters:

On June 4, 1970 the State Highway Commission opened bids on the 1970 Special City Allotment project on Second Avenue and Blocklinger Street in Chiloquin. The apparent low bid was submitted by Asphalt Paving Company of Klamath Falls.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$21,590.00
Anticipated additional items (flagging State share)	100.00
TOTAL	21,690.00
14½% engineering and contingencies	3,145.00
TOTAL ANTICIPATED COST	$24,835.00

There were no curbs or other non-participating items in the contract, so the job is clear to award without an advance payment.

Very truly yours,

H. S. Cox
County and City Engineer

Oscar H. Norberg

By: Oscar H. Norberg
Field Engineer

OHN:ljt

bc: L. H. Young
J. F. Putnam

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

8

NOTED
DON HARWELL

Chiloquin (2nd Ave. & Blocklinger St.)
Klamath Co.
4-29-70

~~Clearing and Grubbing~~	~~All Specified~~	~~500.00~~	~~500~~
~~Removal of Structures and Obstructions~~	~~All Specified~~	~~50.00~~	~~50~~
General Excavation	340 cu. yds	4.00	1360
~~Watering~~	~~30 M. Gal~~	~~5.00~~	~~150~~
Coarse Aggregate Base	~~900~~ 720 cu. yd	6.15	4428.–
3/4"-0 Aggregate Base	~~190~~ 170 cu. yd	6.60	1122
Class "B" Asphalt Concrete	1300 Ton	14.15	18395.–
12-inch Culvert Pipe	10 lin. ft.	8.00	80
			25385
Anticipated			100
			25485.–
14½ ENGINEERING & Cont.			3695.33
			29180.33

Flagging 100

Norberg to phone
says to try

RECEIVED
APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

RECEIVED
MAY 4 - 1970

A. W. KILBORN SUPERINTENDENT 318-1707
B. W. BISHOP ASSISTANT SUPERINTENDENT
J. W. FERGUSON DIVISION ENGINEER 146.2

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

April 28, 1970

912461/323-3

Routing

RECEIVED
MAY 1 1970
CONSTRUCTION DIVISION

Mr. William Wales
City Engineer
City of Chiloquin
Chiloquin, Oregon

Dear Sir:

We have been informed by Oregon State Highway Department that the City and the State are contemplating opening bids on June 4, 1970 for improvement of 2nd Avenue in the City of Chiloquin which will cross a portion of Southern Pacific Transportation Company's property.

A search of our records has been made as to any easement covering existing roadway across this property and we have been unable to find any record in our office or in the City or County records that shows that this street is covered by any form of agreement.

In order to clarify the records, please advise when this street was originally platted and if possible furnish this office with recording data and a copy of the plat. If the City verifies the fact that there is no easement, please advise necessary right of way width required for this street easement across our property.

We would desire to cover this encroachment with our standard form of roadway easement and once we have been furnished information as to City's requirements, we will request the appropriate easement prepared so that this encroachment will be properly covered. This easement should be executed on behalf of the City prior to any work of widening the highway as proposed in State's plans. Therefore, would appreciate early reply to this letter.

Yours truly,

A.W. Kilborn

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield

COPIES TO:
FB KLABOE
HS COX
JF PUTNAM
W.R. MERITT
JE HOLCOMB

5-1-70
Z

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 5 Pages

Section 2nd AVE. AND BLOCKLINGER STREET Highway City of Chiloquin County Klamath Prefix 318-1483

Res. Engr. W. R. Meritt Approx. Length 0.27 Miles. Sta. ____ to Sta. ____ Date 3-12-70

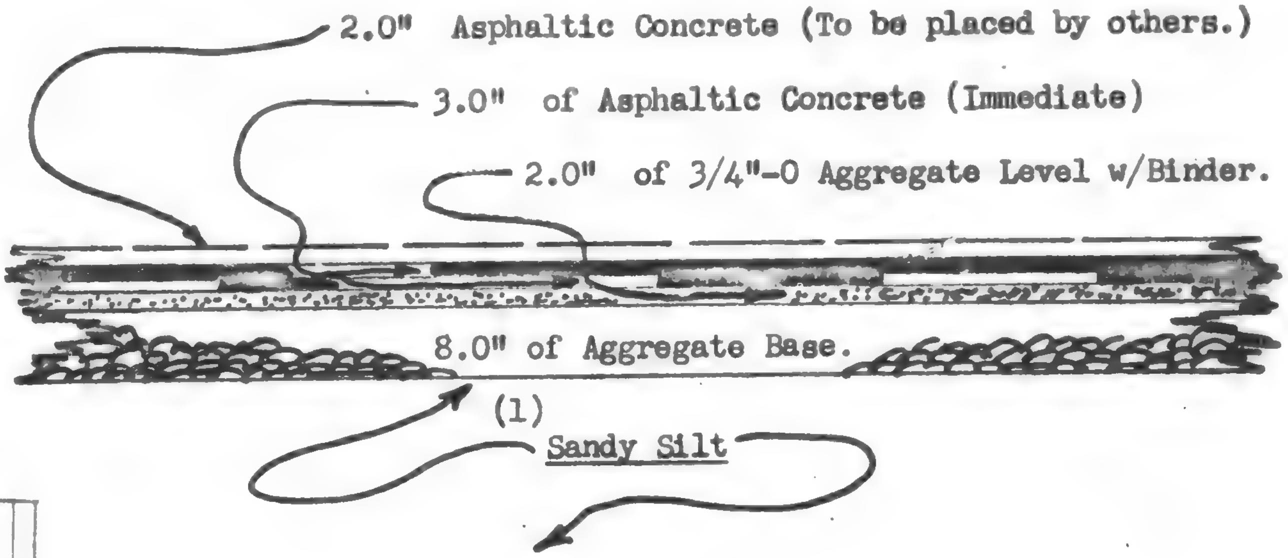
Mean Truck A.D.T. 107 Traffic Coefficient 7.8 18 kip s.a. per day 39.3.

Annual Precipitation 18"± Frost Penetration 30"±.

NEW WORK

(1)
Typical Soil
29 LL
0 PI
100 %P 10
46 %P200
0 %Gravel
35 %C Sand
19 %F Sand
35 %Silt
11 %Clay
36 "R" Value

3-12-70



	CBE Total Req.	Credit	Actual Thick.	
2.0" Asphaltic Concrete (To be placed by others.)		4.0	2.0	A.C.
3.0" of Asphaltic Concrete (Immediate)		6.0	3.0	A.C.(I)
2.0" of 3/4"-0 Aggregate Level w/Binder.		2.0	2.0	Level
8.0" of Aggregate Base.		8.0	8.0	A.B.
	18.0	20.0	15.0	

(1) Sandy Silt

See Page 3 for remarks.

AASHO CLASSIFICATION:

A-4 (2)

MATERIAL SOURCES:
To be determined by the Engineer.

RECEIVED MAR 30 1970 FOR FILING

318-1483
7402

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by C. J. Gregg
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

Recommended by
Asst Construction Engineer

Approved by
Asst. State Highway Engineer

I. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ____ Pages

Section 2nd AVE. and BLOCKLINGER STREET Highway City of Chiloquin County Klamath Prefix 318-1483

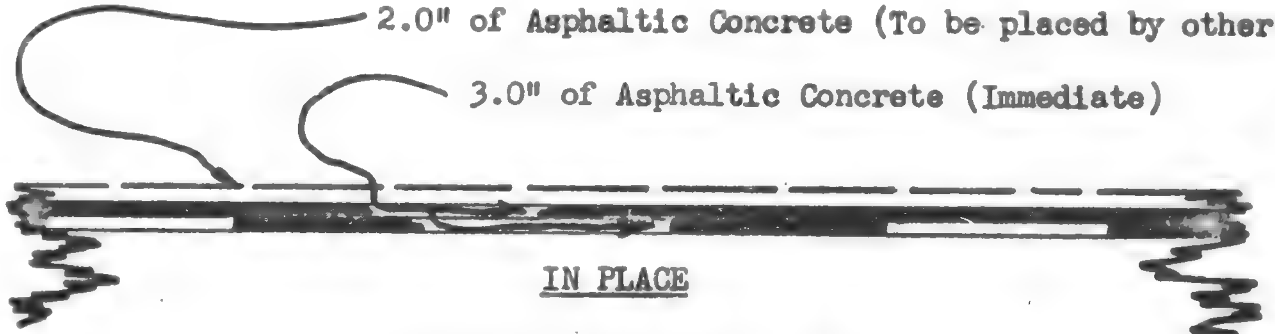
Res. Engr. W. R. Meritt Approx. Length 0.27 Miles. Sta.________ to Sta.________ Date 3-12-70

Mean
Truck A.D.T. 107 Traffic Coefficient 7.8 18 kip s.a. per day 39.3.

Annual Precipitation 18"± Frost Penetration 30"±.

EXISTING ROADWAY

(1)
Typical Soil
29 LL
0 PI
100 %P 10
46 %P200
0 %Gravel
35 %C Sand
19 %F Sand
35 %Silt
11 %Clay
36 "R" Value



2.0" of Asphaltic Concrete (To be placed by others.)

3.0" of Asphaltic Concrete (Immediate)

IN PLACE

4.0" - 5.5" A.C. or Oil
6.5" - 8.0" Base

Condition Survey completed
November 5, 1969.

AASHO CLASSIFICATION:

A-4 (2)

MATERIAL SOURCES:

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.
	6.0	3.0	A.C.(I)
IN PLACE	Average		
	7.0	4.5	A.C.or Oil
	2.0	7.0	Base
18.0	19.0	16.5	

SECTION: 2nd AVE. & BLOCKLINGER STREET
HIGHWAY: City of Chiloquin
COUNTY: Klamath

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness

Recommend "All Other Roads" be constructed to a total thickness equal to about ½ the depth of frost penetration, or 15.0".

Remarks:

Stage construction has been included as part of the design. The initial stage is based on a 5-Year Design Period, and plans for the placement of the Final Application of Asphaltic Concrete within the 5-year period should be considered.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0 " Crushed Base
1.0" Plant Mix Bituminous Base = 1.8 " Crushed Base
1.0" Cement Treated Base = 1.8 " Crushed Base
1.0" Oil Mat = 1.1 " Crushed Base
1.0" Stone Subbase = 0.8 " Crushed Base
1.0" Lime Treated Subgrade = --- " Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

EXISTING ROADWAY MATERIALS

1.0" Asphaltic Concrete = 1.5" Crushed Base
1.0" Base = 0.25" Crushed Base

TRAFFIC ANALYSIS

SECTION: 2nd AVE.

HIGHWAY: City of Chiloquin

COUNTY: Klamath

1200 Present ADT (1970)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	20	1.5	30	25	450	11,250
3	35	1.5	53	44	1000	44,000
4	0	—	—	—	1250	- - -
5	30	1.5	45	38	3180	120,840
6	0	—	—	—	2570	- - -
				107 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 176,090

TWENTY YEAR EWL 3,521,800

TRAFFIC COEFFICIENT 7.8

SECTION: 2nd AVE. & BLOCKLINGER STREET

HIGHWAY: City of Chiloquin

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ___ Fair X Poor ___
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (o.27 mi.) section.

Traffic does not warrant the use of C.R.P.C.C.

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MAR 4 - 1970
FOR FILING

318-1707
7402

MISC. CONTRACTS and
AGREEMENTS No. 3888

February 27, 1970

City of Chiloquin
City Hall
Chiloquin, Oregon 97624

Attention: Lloyd Peters
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Second Avenue and Blocklinger Street in your City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

RECEIVED
FEB 5 - 1970
FOR FIL

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

318-1707
1402

February 4, 1970

Mr. Lloyd Peters
Recorder-Treasurer
P.O. Box 196
Chiloquin, Oregon 97624

Dear Mr. Peters:

Mr. Putnam, Division Engineer at Bend, has suggested that the width of paving and the depth of paving be reduced on the Special City Allotment project on Second Avenue and Blocklinger Street.

The Project Data sheets asked for 6-foot shoulders and our standard lane width is 12 feet. Therefore, I set up a total paved width of 36 feet. With 4-foot shoulders, the total paved width would be 32 feet which is our minimum standard and the width now proposed for the project instead of the 36-foot width.

The existing pavement has good strength, so the asphaltic concrete overlay can be reduced in thickness to about 2 inches over the existing pavement and be sufficient.

Possibly the project can be extended slightly if the above reductions result in a saving sufficient to permit it. This matter should be mutually resolved between the City and the Division Engineer.

The Division Engineer has discussed the matter of width and depth of pavement reduction and I understand it was to be taken up at a Council meeting. If the City is in accord with the proposed changes, please write and let us know. An early reply would be appreciated.

Very truly yours,

Oscar H. Norberg

Oscar H. Norberg
Field Engineer
County and City Department

OHN:mm

cc: F. B. Klaboe
J. F. Putnam

RECEIVED
FEB 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1970
FOR FILING

318-1707
7402

1-19-70

PREFIX NO. 318-1483

LOCATION PROSPECTUS
CHILOQUIN (2nd AVENUE AND BLOCKLINGER STREET)
CITY OF CHILOQUIN
KLAMATH COUNTY

NOTED
FORREST COOPER

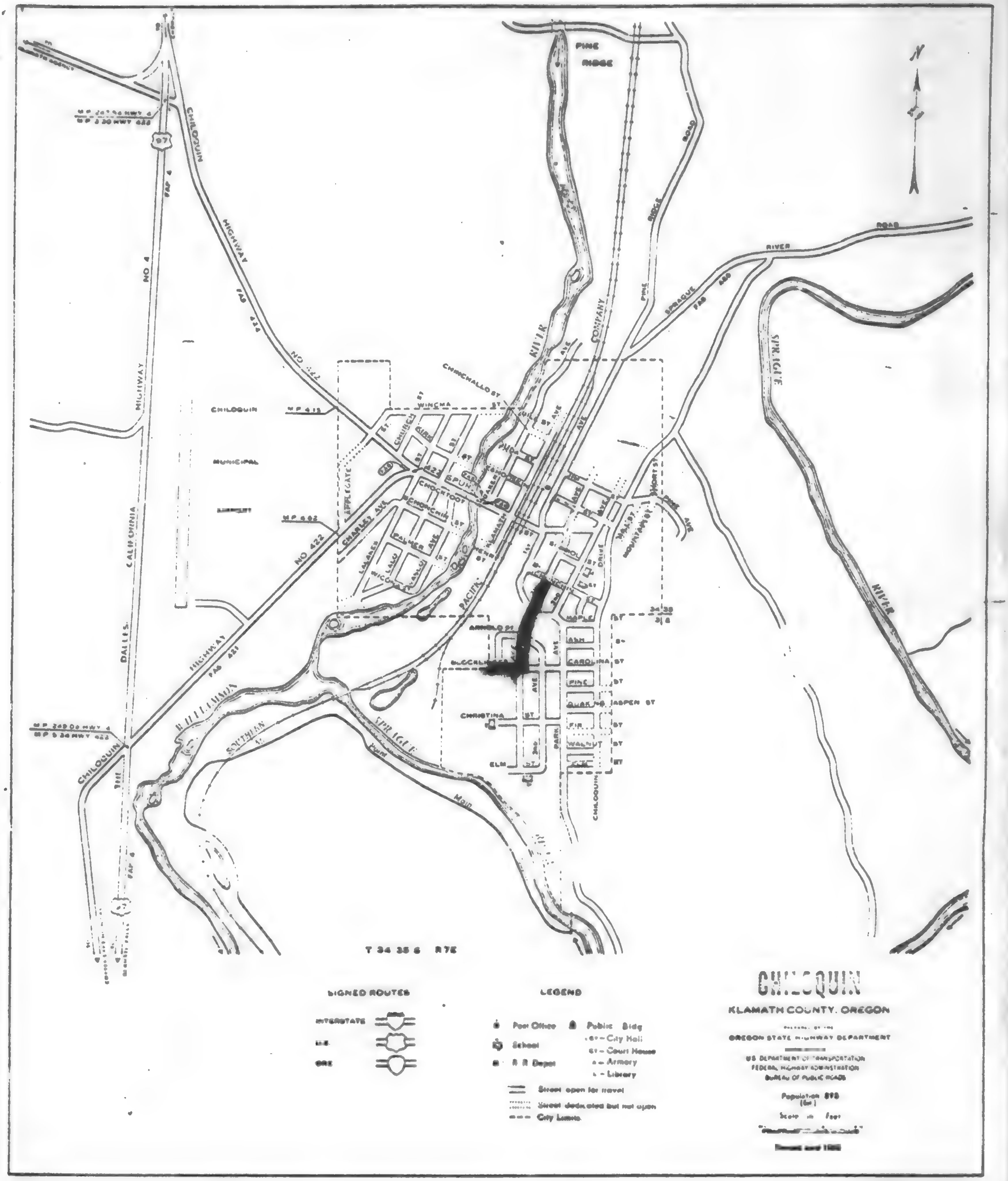
HIGHWAY:	2nd Avenue and Blocklinger Street.
TERMINI:	Northerly terminus is on 2nd Avenue at the intersection of Schonchin Street. Project extends southerly along 2nd Avenue to the intersection of Blocklinger Street; thence westerly along Blocklinger Street to the west city limits of Chiloquin, the westerly terminus of the project.
LENGTH:	Overall length of project is 0.27 mile.
PROGRAM:	1970 Special City Allotment.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimate for grading and surfacing on existing alignment. Primary object of this project is to widen shoulders and to resurface existing travel lanes and shoulders.
CHARACTERISTICS:	This is a city street which carries log trucks to a mill in immediate vicinity as well as residential and school traffic.
TYPICAL SECTION:	This will be a two-way city street with two 12-foot travel lanes and 6-foot paved shoulders.
BRIDGE:	No river or stream crossings exist.
ACCESS:	There will be no restrictions of access.
MATERIALS:	Materials to be provided from source obtained by contractor.
AGREEMENTS:	Routine Special City Allotment project.
PARKS:	None affected.

NOTED
R. L. PORTER

January 19, 1970
Attachment

J. F. Putnam (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D. J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V. J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER


PINE RIDGE
N
CHILOQUIN
HIGHWAY
FAS 424
NO 422
97
FAP 4
NO 4
M.P. 3.20 HWY 422
CALIFORNIA
HIGHWAY
DALLES
CHILOQUIN
MUNICIPAL
AIRPORT
M.P. 4.15
M.P. 4.62
RIVER
COMPANY
AVE
PINE RIDGE ROAD
SPRAGUE RIVER ROAD
FAS 450
SPRAGUE RIVER
CHINCHALLO ST
WINEMA
CHURCH
APPLEGATE
SPUN
CHOCKTOOT
SCHONCHIN
CHARLEY AVE
PALMER AVE
PACIFIC
MAPLE
ASH
CAROLINA
PINE
QUAKING ASPEN ST
FIR
WALNUT
ELM
ARNOLD
CHRISTINA
PARK
WILLIAMSON
SOUTHERN
SPRAGUE
MAIN
NO 422
FAS 421
M.P. 249.00 HWY 4
M.P. 5.34 HWY 422
T 34 35 S R 7E
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg
City Hall
Court House
Armory
Library
School
R.R. Depot
Street open for travel
Street dedicated but not open
City Limits
CHILOQUIN
KLAMATH COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 873
Scale in Feet

19-8323 Silver Lake Rock Production 1970
Proj., on Fremont Hwy., N.W. of
#7403 Lakeview

RECEIVED
JAN 18 1971
FOR FILING

19-8323
7403

January 18, 1971

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On January 15, 1971, we wrote to you concerning release of final payment on Contract No. 7403 awarded to Melvin H. Barlow for rock production on the Silver Lake Section of the Fremont Highway in Lake County.

Final payment on this contract is $2,110 and the total contract amount is $44,366.17. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Melvin H. Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
V. E. Skoog
Attn: John Herr

RECEIVED
JAN 15 1971

17-83-35
7403

January 12, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1970 on Contract No. 7403. The contract was with Melvin H. Barlow and was for rock production on the Silver Lake Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

19-8323 C
7403

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Silver Lake
WEEK ENDING: Dec. 12, 1970
SECTION PREFIX: 19-8323
HIGHWAY: Fremont
COUNTY: Lake
NAME OF JOB: Silver Lake
KIND OF WORK: Rock Production
CONTRACTOR: Melvin H. Barlow
CONTRACT NUMBER: 7403
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970
DATE WORK STARTED: Sept. 29, 1970
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: Oct. 31, 1970
PERCENT OF TIME ELAPSED: 121
PROJECT AUTHORIZATION: $48,719.75
EXCLUSIVE OF ENGINEERING: $44,464.75
ENGINEERING AUTHORIZATION: $4,255.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $44,577.68
ENGINEERING COST TO DATE: $2,847.00
This Week 385.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN Tot. Auth. 2 %
PERCENT OF AUTHORIZATION: 67 %
DATE PROJECT WAS COMPLETED: Nov. 30, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,867		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,867		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Complete		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semifinal estimate complete and submitt3ed to Region 4 Office on Dec. 11, 1970. Forms 124-RE-1 not yet submitted by contractor will be forwarded as soon as received.

* * * * * FINAL REPORT * * * * *

SIGNED R. H. Clark LOCATION Bend
R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
JUL 7 - 1970
FOR FILING

19-8323
7403

July 7, 1970

Mr. Melvin H. Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7403 for the Silver Lake Rock Production Project on the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: U. S. Fidelity & Guaranty Co., Portland and Baltimore
F. D. Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
R. H. Clark

RECEIVED
JUN 17 1970
FOR FILING

19-8323
7403

June 15, 1970

Mr. Melvin E. Barlow
1711 Rockydale Road
Cave Junction, Oregon 97523

Dear Mr. Barlow:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7403 for the Silver Lake Rock Production Project on the Fremont Highway in Lake County.

This award was based on your bid of $42,200 which was the low bid submitted to the Commission on June 4, 1970, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
J. F. Putnam
R. H. Clark

120-1631 9th St. at Main St. (Cottage 1970
Grove) Section, on Goshen-
#7404 Divide Hwy. (Traffic signal)

CNA 3724

RECEIVED
JUL 17 1970
FOR FILING

120-1631
7404

July 16, 1970

Hamilton Electric, Inc.
P. O. Box 706
Eugene, Oregon 97401

Gentlemen:

On June 16 we wrote to you stating that the Commission had referred your bid for a traffic signal in Cottage Grove to the Engineer to award when approval had been received from the City of Cottage Grove and a deposit in the amount of $5,200 made by them. Bids for this project were received on June 4, 1970.

We have today received word that the City of Cottage Grove has not approved the contract and has declined to submit their financial share.

We regret that we have no alternative other than to cancel the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc F. D. Morgan
D. J. Barbee
I. D. Merchant
F. B. Crandall
Attn: L. E. George
Wm. Geibel (SAIF)
C. T. Keasey
Ellis Jones

FORM 2-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 16, 1970

SUBJECT:

To: Floyd Query
Commission Secretary
BUILDING

As you know bids were taken at the June 4 bid opening for a traffic signal installation in Cottage Grove. The project has not yet been awarded, since there was some question as to whether or not the City desired to proceed with the work.

This date I have contacted Mr. Roger Sinclair, City Engineer for Cottage Grove, and he advised me verbally via the telephone that the City Council at their regularly scheduled meeting July 13 requested that the existing State-City agreement covering the project be canceled and bids called for the project also be canceled.

I would,therefore, recommend that we advise the contractor that the project will not be awarded and that appropriate action be taken to void the State-City agreement.

L. E. George

L. E. George
Operations Engineer

LEG:mk

cc: Tom Edwards
F. B. Klaboe
L. H. Young
H. S. Cox
C. T. Keasey

SP*92475-794

21-3374 Agate Beach State Wayside Sec. 1970
on Oregon Coast Hwy., North of
#7405 Newport

JAN 8 - 1971
FOR FILING

21-3374
7405

January 8, 1971

General Insurance Co. of America
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

On January 6, 1971, we wrote to you concerning release of final payment on Contract No. 7405 awarded to Robert L. Divine for work in Agate Beach State Wayside in Lincoln County.

Final payment on this contract is $1,296.26 and the total contract amount is $25,902.07 including $65.23 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Robert L. Divine
114 N. E. 79th Street
Vancouver, Washington 98665

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Kerr
R. D. Asbury

DECEIV
JAN 6 - 1971

21-3314
7405

January 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 25, 1970 on Contract No. 7405. The contract was with Robert L. Divine, Builder, and was for a toilet building on the Agate Beach State Wayside Section in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 5, 1971 and that you concur in this procedure at the Commission meeting on January 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Agate Beach State Wayside		WEEK ENDING: 19-Dec 70
		SECTION PREFIX: 21-3374
HIGHWAY:		COUNTY: Lincoln
NAME OF JOB: Agate Beach	KIND OF WORK: Toilet Building	
CONTRACTOR: Robert L. Divine-Builder	CONTRACT NUMBER: 7405	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 12-Jun 70	DATE WORK STARTED: 6-Jul 70	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 29,684.35	SPECIFIED COMPLETION DATE: 30-Nov 70	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 27,091.83	ENGINEERING AUTHORIZATION: $ 2,592.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,903.22	ENGINEERING COST TO DATE: $ 3,163.11	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: XXXXXXX UNDERRUN 4.4 %	PERCENT OF AUTHORIZATION: 122 %	DATE PROJECT WAS COMPLETED: 25-Nov 70

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sctd. Clouds			Routing
MONDAY	Rain			RECEIVED
TUESDAY	Rain			21 1970
WEDNESDAY	Showers			CONSTRUCTION DIVISION
THURSDAY	Sctd. Clouds			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

13-Dec 70 SUNDAY	
14 MONDAY	
15 TUESDAY	
16 WEDNESDAY	
17 THURSDAY	
18 FRIDAY	
19-Dec 70 SATURDAY	

REMARKS

Semi-final estimate submitted Friday, December 18.

This is the final weekly report on this project.

SIGNED H. W. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
NOV 27 1970

FOR FILING

21-3374
7405

November 25, 1970

Valley Tile & Marble
Herman Krehbiel & Sons
720 N. E. Granger Ave.
Corvallis, Oregon 97330

Gentlemen:

This is to acknowledge receipt of your letter of November 19, 1970, advising us that R. L. Divine owes you $1,975 for Ceramic Tile Work. You state this is in reference to the R. L. Divine Contract No. 7405 for toilet building in Agate Beach State Wayside in Lincoln County.

We also acknowledge receipt of your letter of November 21, 1970, informing us that you have received payment in full for your services from R. L. Divine.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

NOTED ON CARD
11-25-70 DR.

VALLEY TILE & MARBLE
HERMAN KREHBIEL & SONS
720 N. E. GRANGER AVE.
CORVALLIS, OREGON 97330
PHONE 752-5067

November 21st 1970

Oregon Highway Department
Salem, Oregon 97310

c/o Mr. Floyd Quiry

Dear Sir:

In reference to our letter of 11-19-70 concerning non-payment by General Contractor R.L. Divine for Ceramic Tile Work at Agate Beach Wayside Park, we like to inform you that payment has ben made in full.

truly yours

Valley Tile & Marble

Herman Krehbiel Partner

NOTED
LLOYD QUERY

RECEIVED
NOV [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

Oc ✓

VALLEY TILE & MARBLE
HERMAN KREHBIEL & SONS
720 N. E. GRANGER AVE.
CORVALLIS, OREGON 97330
PHONE 752-5067

November 19th 1970

Oregon Highway Department
Salem, Oregon 97301

C/o Mr. Floyd Quiry

Dear Sir:

This is a notification of " Non-payment " by General Contractor R.L.Divine 114 N.W. 79th Street Vancouver Washington.

Job No. 7405 at Agate Beach Wayside Park
for Ceramic Tile Work, for the sum of $ 1,975.00
completed October 5th 1970.
Payment received - none .

We thank you for your co-operation in this matter

truly yours

Valley Tile & Marble

Herman Krehbiel Partner

NOTED
FLOYD QUERY

RECEIVED
NOV [illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

Cc ✓

RECEIVED
JUN 25 1970
FOR FILING

21-3374

7405

June 25, 1970

Mr. Robert L. Divine, Builder
114 N.W. 79 Street
Vancouver, Washington 98665

Dear Mr. Divine:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7405 for a toilet building in the Agate Beach State Wayside in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ur

Enclosure

cc: General Insurance Company of America
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
H. H. Patterson
David Talbot

RECEIVED
JUN 17 1970
FOR FILING

21-3374

7405

June 15, 1970

Mr. Robert L. Divine
114 N. W. 79th St.
Vancouver, Washington 98665

Dear Mr. Divine:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7405 for the Agate Beach State Wayside on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $25,925.20 which was the low bid submitted to the Commission on June 4 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

fkn
cc Frank Morgan
D. J. Barbee
I. D. Merchant
Parks Div.
R. D. Asburry
H. M. Patterson
Wm. Geibel (SAIF)

123-1118 S.W. Oregon St.-Verde Drive 1970
(Ontario) Sec., of Olds Ferry-
#7406 Ontario Hwy. (Paving)

RECEIVED
SEP 24 1970

FOR FILING
123-1118
7406

September 23, 1970

Fidelity and Deposit Co. of Maryland
900 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7406 awarded to Ontario Asphalt Paving Company for work on S. W. Oregon Street-Verde Drive (Ontario) Section of Olds Ferry-Ontario Highway in Malheur County was completed August 13, 1970, and accepted by the Highway Commission on September 22, 1970.

Final payment in the amount of $1,923.65 will be released to the contractor after September 30, 1970. The total contract amount is $40,222.12 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fme
cc Ontario Asphalt Paving Co.
432 N. E. 4th Avenue
Ontario, Oregon 97914

Fidelity & Deposit
Co. of Maryland
Baltimore 3, Maryland

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
SEP 23 1970

123-1118

7406

September 22, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed August 13, 1970, on Contract No. 7406. The contract was with Ontario Asphalt Paving Co. and was for paving on the S. W. Oregon Street-Verde Drive (Ontario) Section on the Olds Ferry-Ontario Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 22, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Coulter

ms sr

123-1118
7406

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Oregon St.-Verde Dr. (Ontario)

WEEK ENDING: August 29, 1970

SECTION PREFIX: 123-1118

HIGHWAY: Olds Ferry-Ontario

COUNTY: Malheur

NAME OF JOB: S. W. Oregon St.-Verde Dr. (Ontario)

KIND OF WORK: Paving

CONTRACTOR: Ontario Asphalt Paving Company

CONTRACT NUMBER: 7406

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 12, 1970

DATE WORK STARTED: August 3, 1970

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 60

CALENDAR DAYS USED: 47

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 78.33

PROJECT AUTHORIZATION: $ 44,488.97

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.00

EXCLUSIVE OF ENGINEERING: $ 40,603.47

ENGINEERING AUTHORIZATION: $ 3,885.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,166.62

ENGINEERING COST TO DATE: $ 4,241.75

DATE PROJECT WAS COMPLETED: August 12,1970

ESTIMATED PERCENT OVERRUN: 2.07 %

PERCENT OF AUTHORIZATION: 109.17 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	
				100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Class "C" A.C. PAVING
MILES IN PROJECT					1.08
MILES PARTIALLY COMPLETED					1.08
MILES COMPLETED					1.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,130 ton
TOTAL QUANTITIES CORRECTED TO DATE					2,285 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,285 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	23	Fair	0		
MONDAY	24	Fair	0		
TUESDAY	25	Fair	0		
WEDNESDAY	26	Fair	0		
THURSDAY	27	Fair	0		
FRIDAY	28	Fair	0		
SATURDAY	29		0		

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 31 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted August 28, 1970 to Regional Engineer.

SIGNED E. S. Thompson LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 30 1970

FOR FILING

123-1118

7406

June 29, 1970

Ontario Asphalt Paving Co.
401 N. E. 4th Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7406 for paving the S. W. Oregon St.-Verde Drive (Ontario) of the Olds Ferry-Ontario Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr/ess
Enclosure

cc Fidelity & Deposit Co. of Md.
Portland Branch Office
909 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Md.
Baltimore 3,
Maryland

bcc F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
E. S. Thompson

RECEIVED
JUN 17 1970

FOR FILING

123 - 1118
7406

June 15, 1970

Ontario Asphalt Paving Co.
401 N. E. 4th Ave.
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7406 for paving the S. W. Oregon Street-Verde Drive (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County.

This award was based on your bid of $38,355 which was submitted to the Commission on June 4.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
E. S. Thompson
Wm. Geibel (SAIF)

F-171(12) Columbia Co. Line-Burlington 1970
Sec., of Col. R. Hwy., S. of
#7407 Scappoose (Railroad reloc.)

H&R 503
RR 681

7107 .

STATE COPY

S

MONTHLY TRANSACTION NUMBER 8-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
MODIFICATION NUMBER 2	(PPM 21-7) 8-14-72	PROJECT NUMBER F-171(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 24, 19 70, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 353,624	$ 375,724
Federal Funds	$ 224,000	$ 238,735
Other revisions		

This modification is made for the following reasons:

Increase in cost of work by Railroad Co.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of August, 19 72.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)

for G. L. Green, Acting Division Engineer

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-869

Federal Aid
Project No. F-171(12)

Oregon State Highway Division

COLUMBIA COUNTY LINE-BURLINGTON SECTION OF THE COLUMBIA RIVER HWY. IN MULTNOMAH COUNTY

Salem, Oregon, August 8, 1972

Revised Project Agreement Estimate.

Type Code Y040
Railroad Relocation (Sta. 143+50 thru Equa. 130+20.39=130+34.84 to Sta. 143+50)

Subtotal on previous estimate of August 28, 1970		$321,477.00
Previous estimate		
Work by S P & S Railway Co.	All Required	$ 33,608.00
Revised estimate		
*Work by S P & S Railway Co. (Burlington Northern)	All Required	53,698.72
	Net Increase	$ 20,090.72
	Subtotal	$341,567.72
	10% Engr. & Cont.	34,156.28
	Total	$375,724.00

Length of Project - - - - - 0.0 mile

*Based on audit of final bill.

Federal Funds -	$238,735.00
State Funds -	136,989.00
Total	$375,724.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix 26-1012

Contract 7407

STATE COPY

Monthly transaction number 9-37	Form PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah
Modification number 1		Project number F-171(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 24, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 316,655.00	$ 353,624.00
Federal funds	$ 201,000.00	$ 224,000.00
Other revisions		

Columbia County Line-Burlington Section

This modification is made for the following reasons:

To include work by S.P. & S. Co.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the ~~[illegible]~~ 10th day of ~~[illegible]~~ September, 19 70.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By
(Division Engineer)
For R. E. Simpson

By ____________________
(Title)

By ____________________
(Title)

Oregon State Highway Division

Federal-Aid
Project No. F-171(12)

COLUMBIA COUNTY LINE-BURLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

SALEM, OREGON, AUGUST 28, 1970

Revised project agreement estimate.

Type Code Y040
Railroad Relocation (Sta. 143+50 thru Equa. 130+20.39 = 130+34.84 to Sta. 143+50)

Temporary Protection and Direction of Traffic	All Required		$ 12,000.00
Clearing and Grubbing	All Required		32,000.00
Removal of Structures and Obstructions	All Required		8,000.00
General Excavation	102,000 cu.yd.	1.45	147,900.00
Extra for Selected Subgrade Material	3,700 cu.yd.	0.90	3,330.00
Extra for Selected Granular Material	13,200 cu.yd.	0.90	11,880.00
Overhaul	13,400 C-yd.sta.	0.30	4,020.00
Trench Excavation	1,350 cu.yd.	3.20	4,320.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	500 M-gal.	3.00	1,500.00
Coarse Aggregate Base	160 cu.yd.	7.00	1,120.00
3/4" - 0 Aggregate Base	46 cu.yd.	8.00	368.00
Class "A" Concrete in Box Culvert Extension	400 cu.yd.	87.50	35,000.00
Reinforcement in Box Culvert Extension	46,000 lb.	0.19	8,740.00
18-inch Culvert Pipe	100 lin.ft.	7.10	710.00
24-inch Culvert Pipe	180 lin.ft.	10.40	1,872.00
36-inch Culvert Pipe	88 lin.ft.	17.50	1,540.00
Concrete Inlets, Type "G-2M"	1 only	325.00	325.00
Type 1 Fence	3,000 lin.ft.	0.70	2,100.00
16' x 48" Single Gates	1 only	250.00	250.00
Settlement Plates	4 only	40.00	160.00
2-inch Steel Pipe	78 lin.ft.	3.00	234.00
			$278,369.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,500.00
Railroad Protective Costs	All Required		7,000.00
Work by S.P. & S. Railway Co.	All Required		33,608.00
			$ 43,108.00
	Subtotal		$321,477.00
	10% Engr. & Cont.		32,147.00
	Total		$353,624.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Railroad Relocation	$353,624.00	$224,000.00	$129,624.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix No. 26-1012

Contract No. 7407

COLUMBIA COUNTY LINE-BURLINGTON SECTION

FEDERAL-AID PROJECT NO. F-171(12)

Nonparticipating - State Work

Pacific Northwest Bell	All Required	$ 2,500.00
Portland General Electric Co.	All Required	4,000.00
		$ 6,500.00

COLUMBIA COUNTY LINE-BURLINGTON SECTION

FEDERAL-AID PROJECT NO. F-171(12)

Railroad Protective Service S.P. & S. Railway Co. (Burlington Northern Inc.)

Figure full flagging crew for 3 months.

1 Section Foreman @ $638.47 per month 3 mo. x $638.47 = ...	$ 1,915.41
2 Section Laborers @ $3.06 per hour $3.06 x 8 hr. x 22 da. x 32 mo. x 2 = ...	3,231.36
Subtotal.	$ 5,146.77
+39% Payroll Additives.	2,007.24
Railroad Protective Cost	$ 7,154.01

State will stand $7,000 Railroad Protective Costs.

Work by S.P. & S Railway Co.

1.	Realign 657 ft. or Track	$ 9,226
2.	Const. 2,400 ft. of Main Line	35,977
3.	Relocate Pole Line	4,844
4.	Construct Planked Crossing	1,219
	Less Material Retired	(17,516)
	Less Salvage Value of Minor Items	(142)
Estimated Net Cost to Project		$ 33,608

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.
6-52

PROJECT REPORT NO.
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6 - - 70

STATE
Oregon

COUNTY
Multnomah

PROJECT NO.
F-171(12)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia County Line-Burlington Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-70	0.00

OTHER *(Specify)*

FUNDS Pro rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 316,655.00	$ 201,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By W. Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer JUN 24 19

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. F-171(12)

COLUMBIA COUNTY LINE-BURLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

SALEM, OREGON, JUNE 19, 1970

Project agreement estimate.

Type Code Y040
Railroad Relocation (Sta. 143+50 thru Equa. 130+20.39 = 130+34.84 to Sta. 143+50)

Temporary Protection and Direction of Traffic	All Required		$ 12,000.00
Clearing and Grubbing	All Required		32,000.00
Removal of Structures and Obstructions	All Required		8,000.00
General Excavation	102,000 cu.yd.	1.45	147,900.00
Extra for Selected Subgrade Material	3,700 cu.yd.	0.90	3,330.00
Extra for Selected Granular Material	13,200 cu.yd.	0.90	11,880.00
Overhaul	13,400 C-yd.sta.	0.30	4,020.00
Trench Excavation	1,350 cu.yd.	3.20	4,320.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	500 M-gal.	3.00	1,500.00
Coarse Aggregate Base	160 cu.yd.	7.00	1,120.00
3/4" - 0 Aggregate Base	46 cu.yd.	8.00	368.00
Class "A" Concrete in Box Culvert Extension	400 cu.yd.	87.50	35,000.00
Reinforcement in Box Culvert Extension	46,000 lb.	0.19	8,740.00
18-inch Culvert Pipe	100 lin.ft.	7.10	710.00
24-inch Culvert Pipe	180 lin.ft.	10.40	1,872.00
36-inch Culvert Pipe	88 lin.ft.	17.50	1,540.00
Concrete Inlets, Type "G-2M"	1 only	325.00	325.00
Type 1 Fence	3,000 lin.ft.	0.70	2,100.00
16' x 48" Single Gates	1 only	250.00	250.00
Settlement Plates	4 only	40.00	160.00
2-inch Steel Pipe	78 lin.ft.	3.00	234.00
			$278,369.00

Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Railroad Protective Costs	All Required	7,000.00
		$ 9,500.00
	Subtotal	$287,869.00
	10% Engr. & Cont.	28,786.00
	Total	$316,655.00

Length of Project - - - 0.00 Mile.

Retained in Program Status

Other Railroad Costs	All Required	$ 40,000.00
	Subtotal	$ 40,000.00
	10% Engr. & Cont.	4,000.00
	Total	$ 44,000.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Railroad Relocation	$316,655.00	$201,000.00	$115,655.00
Retained in Program	44,000.00	27,900.00	16,100.00
	$360,655.00	$228,900.00	$131,755.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Prefix No. 26-1012

Contract No. 7407

COLUMBIA COUNTY LINE-BURLINGTON SECTION

FEDERAL-AID PROJECT NO. F-171(12)

Nonparticipating - State Work

Pacific Northwest Bell	All Required	$ 2,500.00
Portland General Electric Co.	All Required	4,000.00
		$ 6,500.00

COLUMBIA COUNTY LINE-BURLINGTON SECTION

FEDERAL-AID PROJECT NO. F-171(12)

Railroad Protective Service S.P. & S. Railway Co. (Burlington Northern Inc.)

Figure full flagging crew for 3 months.

1 Section Foreman @ $638.47 per month 3 mo. x $638.47 = ...	$	1,915.41
2 Section Laborers @ $3.06 per hour $3.06 x 8 hr. x 22 da. x 32 mo. x 2 = ...		3,231.36
Subtotal.	$	5,146.77
+39% Payroll Additives.		2,007.24
Railroad Protective Cost	$	7,154.01

State will stand $7,000 Railroad Protective Costs.

C-2

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SEP 20 1971
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F-171(12)
7407

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 1, 1971

In reply refer to: 08-35-EC

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Original to Johnson 9-16

SUBJECT: Oregon I-5-2(67)59 Jumpoff Joe Creek-Grants Pass Section
Pacific Highway; Utilities Adjustment

Oregon F-171(12) & F-171(14) Columbia County Line-Burlington Section
Lower Columbia River Highway; Utilities Adjustments

Attached is an inspection-in-depth report on the Jumpoff Joe-Grants Pass Section of the Pacific Highway. This report is the second in a series of statewide inspections-in-depth covering utility relocation procedures. The first report in this series covered an inspection on the Columbia County Line-Burlington Section of the Lower Columbia River Highway, and was forwarded to your office on or about August 6, 1971, without a transmittal letter.

The first two inspections reflect a need for emphasis on sufficient lead time and advance utility work as well as more uniform methods of inspection and documentation. At the conclusion of this series of inspections, a summary report will be prepared with the significant findings and recommendations affecting your overall procedures on a statewide basis.

Enclosure

RECEIVED
SEP [illegible] 1971
OFFICE OF
STATE HWY. ENGINEER

9-16
Cy to [illegible]
"when Summary Report is recd, we will want to consider any changes in our procedures."
R.E.J.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DIVISION FILE COPY

FORM PR-33D
(REV. 3-68)

OSHD (Johnson)
Region 3 cy
Wash thru Region
Div Auditor-in-Charge

File 439

STATEWIDE INSPECTION-IN-DEPTH REPORT
(PPM 20-6.1)

Financial Mgr Backlund

U.S. DEPARTMENT OF TRA
FEDERAL HIGHWAY ADMINIS
BUREAU OF PUBLIC ROA

Valach

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

tkj

REGION 8	DIVISION Oregon	COUNTY Multnomah	PROJECT NUMBER F-171(12) & F-171(14)
DATE OF INSPECTION 7-8-71 & 7-9-71	PHASE(S) INSPECTED 9 - Utilities Adjustments		REPORT OR CONTROL NUMBER 7871 EID(9)-3

INSPECTION MADE BY

C. T. Christianson, Area Engr,FHWA
C. R. Burghardt, Asst Engr Coord,FHWA

IN COMPANY WITH

T. W. Litchfield, RR & Util. Engr.,OSHD
Jack Hesla, Metro Util. Engr, OSHD
Dick Rhumbolz, Reg. 1 Util. Engr., OSHD
Paul Barnhardt, Res Engr., OSHD
Pat O'Neil, Asst Area Engr., FHWA
Don Kamnikar, Engr. Trainee, FHWA

REPORT PREPARED BY

C. T. Christianson, Area Engr CT Christianson

CONTRACT AMOUNT
$278,369.00
$ 3,539,450.22

CONTRACTOR (Name and address)

F-171(12) R. A. Heinz Constr. Co., Portland, OR
F-171(14) Spencer $ Sons, Co., Vancouver, WA

TIME ELAPSED	189% 2%	PROGRESS OF WORK Unsatisfactory Satisfactory
WORK COMPLETED	100% 0	QUALITY OF WORK Satisfactory Satisfactory

LOCATION

Approximately 5 miles south of Scappoose on the Lower Columbia River Highway

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

COLUMBIA COUNTY LINE - BURLINGTON SECTION
LOWER COLUMBIA RIVER HIGHWAY
Grading, Paving & Utility Adjustments
(Railroad Relocation)

1. SCOPE OF INSPECTION:

This is the first in a series of Inspections-in-Depth reports to evaluate the State's procedures regarding utility adjustments. This inspection included a review of procedures and records maintained at the Central, Regional (State) and Project offices of the Highway Division and a brief inspection of field operations. Emphasis was placed on procedural problems that would cause delay to the roadway construction contract.

Due to the interrelationship of the utility work, it was considered necessary to include the completed railroad relocation project, F-171(12), in the inspection of the current roadway construction contract. These projects are within the same section, and are interconnected with each other.

(more)

Project No. F-171(12) provided for a State contract to construct the grade and structures necessary for relocating the railroad. This project also included, by railroad agreement, the relocation of railroad facilities on the newly constructed grade. The contract included reimburseable utility relocation by Portland General Electric Co.

Project F-171(14) provides for the construction of the roadway through this section and includes the remainder of the Portland General Electric adjustment on a nonreimburseable basis as well as the relocation of the Bonneville Power Administration line structure through this area. Bonneville is a reimburseable adjustment with Federal pariticpation. This contract also includes adjustment of facilities, on a nonreimburseable basis, of Pacific Northwest Bell Telephone Company, Rose Valley Telephone Company, and the Burlington Water District. Due to financial complications within the Burlington Water District, it is being performed as part of the contract and is considered a special case. For this reason, the water district was not included in the considerations of this inspection-in-depth.

A combination of the two projects for this inspection will provide a complete picture of the utility adjustment procedures on both early and late stages of work.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN:

(a) Finding:

Pacific Northwest Bell and Rose Valley Telephone have not yet submitted plans for the relocation permit as requested on 4-22-71. Neither of these companies have started relocation work as of this date. Work involved for these two firms is on a nonreimburseable basis covered by permit.

Portland General Electric has had difficulty in negotiating with other companies for a final relocation plan. Verbal authorization of an acceptable plan was given on 3-6-71.

While the project design has remained substantially the same since 1967, the project has been placed on and taken off the bid schedule several times since that year. The current highway contract was awarded on 6-1-~~61~~ 71, and right of way was made available for utility relocation work on 5-21-71.

Recommendation:

The lag in time between notification of conflict, authorization ~~of~~ t proceed, and actual construction is complicated by several factors. Procedural problems on the part of the utility as well as scheduling and preliminary work cause delays by the utility. Lack of sufficient lead time between availability of right of way and construction as well as lead time between firm scheduling and construction create limited time elements for utilities to take action. The utility companies are reluctant to formulate final plans until the State has placed a project on a firm schedule.

(more)

For these reasons it is recommended that the State establish procedures for advanced, positive scheduling of projects and increased lead time between right of way availability and construction to allow more time for the utility relocation work.

In the case of Portland General Electric and Bonneville Power, advanced authorization of utility work could have been accomplished if right of way had been made available.

For purposes of proper coordination it is strongly recommended that the State evaluate current scheduling and right of way procedures to insure a greater lead time for utility adjustments.

(b) Finding:

The resident engineer did not get copies of all the permits, maps, and relocation details for each utility.

Recommendation:

It is recommended that a routine copy of all utility permits and relocation maps be forwarded automatically to the resident engineer on both reimburseable and nonreimburseable utilities.

Action Taken:

The State utilities engineer indicated that action would be taken to provide the resident engineer with complete detail on all utility adjustments within this project's limits.

(c) Finding:

The Manual of Instructions for the inspector's use of the project contains general information only and leaves considerable latitudes for individual interpretations.

Recommendation:

It is recommended that the State compile a more detailed instructional section for the inspector's manual, or the construction manual to provide detailed data from which the inspectors with moderate experience can be guided in the proper techniques of utility inspection.

Action Taken:

The State utilities engineer stated that consideration had been given to providing a utilities manual and indicated that a section would be compiled outlining specific inspector's duties to be included in the proper manual for field use.

(more)

(d) Finding:

The utility companies do not provide sufficient notification to the resident engineer of the opportunities to inspect retired or salvaged materials in accordance with State and Federal regulations.

Recommendation:

It is recommended that the State encourage the utilities to provide notification to the resident engineer of the opportunity to inspect retired and salvageable materials prior to removal from the project. This encouragement could be in the form of reinforcing current State and Federal regulations.

Action Taken:

The State utilities engineer indicated that some action would be taken to work out a method of securing better cooperation from the utilities along the line of this recommendation.

(e) Finding:

The engineering control, supervision, and construction practice noted in the field on this project were indicative of adequate control by the State commensurate with the scope, cost, and importance of the utility work in conjunction with the overall project. This included review and processing of final billings.

Recommendations:

No recommendations are necessary on this finding.

The inspection notes and work papers are attached to the original copy of this report.

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1971
FOR FILING

F-171(12)
7407

May 18, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A second post-final payment for $800.00 will be made to R. A. Heintz Construction Company on Contract No. 7407 for railroad relocation on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $284,611.83, including the second post-final payment. Of the total, $3,263.45 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. A. Heintz Construction Co.
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

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MAY 24 1971

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FOR FILING

F-171(12)

7407

OSRD
Engles
Wash DC
Christiansen, Area Engr

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 8	REPORT NO. 7	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-7-71	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. F-171(12)
COMPLETION DATE 11-18-70	ACCEPTANCE DATE BY CONTRACT AGENCY 2-4-71	TIME ELAPSED 189 %	CONTRACT TIME 75 CD
APPROVED EXTENSIONS 27 CD	LOCATION Columbia River Highway approximately 5 miles south of Scappoose		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHN...

5-17-71

COLUMBIA COUNTY LINE-BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY
Railroad Relocation

This project provides for the relocation of 3150' of SP & S Railroad Company track and signal facilities. The relocation work is stage construction to provide necessary right of way for the future construction of a 4 - 12' lane, 16' median, 10' shouldered highway facility.

All physical work was satisfactorily completed in reasonably close conformity with the approved plans and specifications on November 18, 1970, at which time 142 calendar workdays had elapsed. The contract allowed 75 CD with a 27-day time extension granted resulting in 40 days of liquidated damages.

The 27-day time extension was granted based on a right of way delay, late reexcavation and the placement of additional base rock.

The final cost of the contract was $280,620.50, an overrun pf 0.81%. There were some significant overruns and underruns; however, the net result was a slight overrun. All the overruns and underruns are satisfactorily explained by the State.

The State has submitted all of the required documents and acceptance of the project is recommended.

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by C. T. Christiansen		SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 5-12-71	TITLE Division Engineer	DATE

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

C

RECEIVED
JUN 4 - 1971
FOR FILING

F-171(12)
7407

May 5, 1971

R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

The State Highway Commission at its meeting on May 4 considered your second request for an extension of time on Contract No. 7407 on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 8 days without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Skoog
L. W. Rulien
Paul Barnhart
Federal Highway Administration

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APR 28 1971
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F-171(12)
7407

April 27, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
May 4, 1971 meeting

Gentlemen:

R. A. Heintz Construction Company, contractor on the Columbia County Line-Burlington Railroad relocation project on the Columbia River Highway in Multnomah County, Contract No. 7407, has made a request for time extension. An earlier request was presented to you at the November 24, 1970 meeting, at which time you granted an extension of 13 calendar workdays because of a right-of-way delay.

In this second request, the contractor cites eight items as reasons for failure to complete the work on time. All but two of the items relate to relatively minor culvert revisions or box culvert extensions which were completed well before the grading work. The General Excavation item overran 3.7 percent. Some of this overrun came from late work at the State's request and the overrun represents about the last week's excavation work. A seven-day extension is therefore justified. One other reason cited by the contractor for one day for additional aggregate placed on an approach is valid.

We recommend an additional extension of eight days. This would leave 40 days and $4,000 liquidated damages in effect. The project was completed November 18, 1970. This was a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry

JAB:fw fn

FORM E-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Columbia County Line-Burlington Section
(Railroad Relocation)
Contract No. 7407
Second Request for Time Extension

R. A. Heintz Construction Company has submitted a second request for extension of time since the project was completed and after receiving notice of the action on their first request wherein 19 days extension was granted leaving 48 days at $100 per day. In this new letter request, the contractor cites eight items and assigns a specific number of days to each, but does not give us dates which would have been very helpful.

The 19 days already approved by the Commission was due to a right of way delay which kept the contractor out of a major segment of the project for 19 days early in the project. The time as extended expired October 1, 1970. The project was actually completed November 18.

On October 1, the grading work was only 68 percent completed and this item seems to have controlled the progress of the project. Only one of the eight items offered by the contractor is related to excavation or grading type work. (This is No. 5). All but one of the others relate to relatively minor culvert revisions or additions or to the box culvert extensions, one of which was admittedly delayed by right of way delay but which does not appear to have controlled the progress of the work.

The General Excavation item overran 3.7 percent or 3,755 cubic yards. Some of this overrun came from re-excavation in the future highway roadbed section at our request and the overrun quantity represents about the last weeks excavation work done in early November. The box culvert work was all completed about a month earlier so even though we delayed its start, we do not believe it justifies separate extension. The delayed backfilling of the culvert extensions could be considered concurrent with the excavation overrun. We therefore recommend one week or 7 days because of the excavation overrun.

One remaining reason offered by the contractor (No. 8) is also valid. He requests 1 day for additional aggregate base placed on an approach at our request. We find this work was done on November 18, the last day charged, when the contractor did place an additional 40 cubic yards of base rock at our request.

A. E. JOHNSON

Mr. A. E. Johnson
April 7, 1971
Page 2

We therefore recommend a total of 8 days additional extension. This would still leave 40 days and $4,000 liquidated damages in effect. This was a Federal-aid Primary project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

RECEIVED
APR [illegible]
OF[illegible]
STATE H[illegible]R

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 20, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for Malach

Robinson

SUBJECT: Oregon Project F-171(12)
Columbia County Line - Burlington Section
Second Request for Time Extension

NOTED

I concur in the request for the 8 days additional extension. Considering the first request was based on the right of way delay and this request is based on late re-excavation and additional base rock placed on November 18 the request appears reasonable.

NOTED
TOM EDWARDS

cy Morgan 4-26-71

RECEIVED
APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

Equal Opportunity Employer

PHONE: 285-9886

2035 N. E. COLUMBIA BLVD.
P.O. BOX 11005
PORTLAND, OREGON 97211

REFERRED TO
Constru
BY SECRETARY
Bond

Routing
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CONSTRUCTION
DIVISION

Pease
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Litchfield
Gallagher
Stein

December 18, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Ref: Contract No. 7407
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County, Oregon
Your letter dated December 1, 1970
Our letter, dated September 17, 1970

Gentlemen:

We hereby acknowledge receipt of the above referenced letter.

The items of delay which were detailed and shown on a bar diagram attached to our letter to you dated Sept. 17, 1970, are factual.

The contents of your letter are arbitrary in relationship to the facts as submitted to you.

In addition to the extension of time requested previously, we are hereby requesting an additional fourteen (14) days extension of time as follows:

1. One (1) day for change in Box Culvert at outlet end.
2. Two (2) days for additional riprap placed at outlet end of Box Culvert.
3. Two (2) days for additional 18" culvert installed for water line from owners property under railroad grade at or about Station 771+00.
4. Four (4) days for delay in right of way at inlet end of Box Culvert for backfill - State of Oregon did not have right of way from Property owner until Aug.19, 1970 at which time State of Oregon gave the R. A. Heintz Construction Co. Permit of Entry.
5. Two (2) days for additional material out of general excavation into random fill area - State of Oregon did not lay out enough lines in Excavation Area, had to open new cut at North end of Excavation Area.

6. One (1) day for additional culvert and toe trench work done by dragline and 46A Dozer at inlet end of Box Culvert.
7. One (1) day extending 24" culvert ten feet at Station R.R. 784+98. This culvert did not show on State of Oregon plans.
8. One (1) day for additional aggregate base placed on railroad grade between Road Approach. This material was placed by order of the State of Oregon Engineer so that the Approach Road would be level.

You early approval is hereby respectfully requested.

Very truly yours,

R. A. HEINTZ CONSTRUCTION CO.

Arthur O. Lee

ARTHUR O. LEE
Office Engineer
AOL:mt

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DEC 2[illegible] 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 20 1971
FOR FILING

F-171(12)
7407

April 20, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $783.53 will be made to R. A. Heintz Construction Company on Contract No. 7407 for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $283,811.83 including the post-final payment. Of the total $5,263.45 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 972111

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Kerr
L. W. Rulien

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F-171(12)
7407

April 12, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Columbia County Line-Burlington Section
Columbia River Highway
Contract No. 7407 (Railroad Relocation)
Oregon Project F-171(12)
Second Request for Time Extension

R. A. Heintz Construction Company has submitted a second request for extension of time on the subject project. An earlier request made while the contract was still in progress resulted in a 19-day extension. In the new request, the contractor cites eight items and assigns a specific number of days to each but does not give us dates, which would have been very helpful. A copy of the request is attached.

The 19 days already approved were due to a right-of-way delay which kept the contractor out of a major segment of the project for 19 days. The time as extended expired October 1, 1970. The project was actually completed November 18.

On October 1, the grading work was only 68 percent complete. Only one of the eight items offered by the contractor is related to excavation or grading type work. (This is No. 5). All but one of the others relate to relatively minor culvert revisions or additions, or to the box culvert extensions, one of which was admittedly delayed by right-of-way delay but which does not appear to have controlled the progress of the work. The General Excavation item overran 3.7 percent, or 3,755 cubic yards. Some of this overrun came from late re-excavation in the future highway roadbed section at our request, and the overrun quantity represents about the last week's excavation work done in early November. We therefore recommend one week, or 7 days, because of the excavation overrun.

One remaining reason offered by the contractor (No. 8) is also valid. He requests one day for additional aggregate base placed on an approach. We find this work was done on November 18, the last day charged, when the contractor did place an additional 40 cubic yards of base rock at our request.

We therefore seek your concurrence in a total of 8 days additional extension. This would still leave 40 days and $4,000 liquidated damages in effect.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att.
cc R. L. Porter
Tom Edwards
F. D. Morgan
V. L. Gallagher

JAB:fw ms

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APR 7- [illegible]
UTILITY [illegible]

OREGON STATE
HIGHWAY DIVISION

F-171(A)

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7-1-7

TOM McCALL
GOVERNOR

April 5, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Exchange of Deeds
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
R/W File No. 45364
Your File: A 37-1

Gentlemen:

Herewith you will find the following material pertaining to the exchange of property to accommodate the relocation of your tracks between Railroad Stations 756 and 788 on the above captioned section:

1. Original and three (3) copies of the Bargain and Sale deed form from the Railway Company to the State. The original and one copy should be signed by the proper officers of the Company before a Notary Public and returned to this office for further processing.

2. Three (3) copies of the State's proposed Bargain and Sale deed form to the Railway Company. This should be reviewed and approved by your people before we submit it to the Highway Commission for execution.

3. Six (6) prints of a portion of our Right of Way Map No. 9B-4-23 showing the parcels to be exchanged.

Upon receipt of your approval of the deed form conveying the property from the State to the Railroad, we will submit the original to the Highway Commission for execution.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
Enclosures

cc: Tom Edwards
D. H. Moehring
L. W. Rulien
Kenneth Rolfe
P. R. Barnhart
R. H. Rumbolz

NOTED
TOM EDWARDS

RECEIVED
MAR 23 1971
FOR FILING

3-11-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

Area Engr Christianson

REGION NO. 8	REPORT ON Plan-in-Hand	DIVISION Oregon
DATE OF INSPECTION 3-11-71	INSPECTION MADE BY D. F. Kamnikar, Hwy Engr Trainee	PROJECT NO. F 171(-)

IN COMPANY WITH
*See below

REMARKS

F 171 [illegible]
[illegible]

Klaboe
Cy Eaw
3-23-71

COLUMBIA COUNTY LINE - BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

*Frank Terpin, Final Design Section, OSHD
Edgar Johnson, Constr Section, OSHD
Norman Mann, Final Design Section, OSHD
Paul Barnhart, Res Engr, OSHD
Larry Asburry, Asst Res Engr, OSHD
Allen Harwood, Region Constr Engr, OSHD
Paul Galloway, Specification Branch, OSHD

A plan-in-hand was conducted with the above representatives from the Highway Division on the Columbia County Line - Burlington Section. Six points of interest were noted on the preliminary plans and discussed in the field.

1. It was agreed that the pipe at Sta 33+80 should be skewed to aline with Jones Creek. Either by replacing the present pipe and following the channel or by putting in a section that would join with the east side of the present 36" pipe and a manhole located at this point.

2. It was recommended that as long as the design grades on the access and approach roads did not exceed the present grades the design grades would be adequate. Except at Stas 76+00 and 260+00 where the intersection with the main line could possibly be moved ahead on line. If a R/W or easement problem was created by this action the designed grades would stand.

3. The temporary surfacing detail is to be changed.

4. Due to a final judgment decision the old road will not be obliterated beyond Sta 153+50R and the location of the guardrail at Sta 156R moved to this location. The R/W line will be moved to conform to this change.

5. The present ditch Rt of Sta 172 will be extended back down the line to drain excess water in this area.

6. An extra work item will be added to put pipes under the railroad.

NOTED
F. B. KLABOE

Hall
3-23-71

FORM PR-53 (REV. 3-70)   EDITION OF 7-67 MAY BE USED   ☆ GPO : 1970 O - 397-954

RECEIVED
FEB 18 1971
FOR FILE

E-15K-3
7407

February 18, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 5, 1971, we wrote to you concerning release of final payment on Contract No. 7407 awarded to R. A. Heintz Construction Company for railroad relocation on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $14,289.72 and the total contract amount is $283,026.30, including $5,263.45 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc R. A. Heintz Construction Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
W. E. Skoog
Attn: John Kerr

RECEIVED
FEB 5 - 1971
FOR FILING
F-171(12)
7407

February 4, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 18, 1970 on Contract No. 7407. The contract was with R. A. Heintz Construction Company and was for railroad relocation on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 4, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L.H. Young
L. W. Rulien

VG:fw

F-171(12)
7407

FORM E-1 (REV 10-66)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia Co. Line — Burlington
WEEK ENDING: 18 December 1970
SECTION PREFIX: 26-1012
HIGHWAY: Columbia River
COUNTY: Multnomah
NAME OF JOB: Columbia Co. line—Burlington
KIND OF WORK: Railroad Relocation
CONTRACTOR: R. A. Heintz Construction Company
CONTRACT NUMBER: 7407
FEDERAL AID PROJECT NUMBER: F 171 (12)
DATE OF CONTRACT: 18 June 1970
DATE WORK STARTED: 23 June 1970
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: N/A
WORK DAYS USED: N/A
SPECIFIED CALENDAR DAYS: 94
CALENDAR DAYS USED: 142
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 151%
PROJECT AUTHORIZATION: $ 379,508.81
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 349,415.60
ENGINEERING AUTHORIZATION: $ 30,093.21
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 73%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 349,415.60
ENGINEERING COST TO DATE: $ 28,600.00
DATE PROJECT WAS COMPLETED: 18 November 1970
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 95 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	R.C.B.C.	Prot. Signing
100%	100%	100%	100%	None	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.58				
MILES PARTIALLY COMPLETED	0.58				
MILES COMPLETED	0.58				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	102,000	206			
TOTAL QUANTITIES CORRECTED TO DATE	105,000	210			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	105,000	210			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13 December	rain			
MONDAY 14 December	rain			
TUESDAY 15 December	rain			
WEDNESDAY 16 December	showers			
THURSDAY 17 December	sunny			
FRIDAY 18 December	foggy			
SATURDAY 12 December	showers			

Routing
Walker
Johnsen

RECEIVED
DEC 21 1970
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

13 December SUNDAY	NO activity all week
14 December MONDAY	
15 December TUESDAY	
16 December WEDNESDAY	
17 December THURSDAY	
18 December FRIDAY	
12 December SATURDAY	

REMARKS

The office is working on the Semi-final, which is due out next week.

SIGNED Paul R Barnhart LOCATION Scappoose

Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

UTILITY UNIT
RECEIVED
DEC 9 - 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

F-171(12)
7407

December 8, 1970

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy
Regional Manager of Engineering

Re: Construction of Track
Railroad Relocation
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Project No. F-171(12)
Contract No. 7407
Your File No. A 37-1

NOTED
F.B. KLABOE

Gentlemen:

This is in reply to your letter dated November 27, 1970 concerning this subject. You advise that your Mr. Haugen and our Mr. Barnhart inspected the railroad sub-grade on November 17, 1970 as constructed under the above captioned contract and it was found acceptable to the Railroad and State.

In accordance with Article II of the Railroad-State Agreement dated March 2, 1970, you have 120 days in which to construct your tracks on this new sub-grade. The 120 days count begins on November 18, 1970 and will end on March 17, 1971, at which time you should have your new tracks constructed on the new sub-grade and your existing tracks removed from the old sub-grade.

Unless there is some major settlement in the sub-grade, we feel that the most practical method of placing the additional embankment required to bring the sub-grade up to grade, would be to use railroad ballast material. Prior to your commencing work, it would be advisable for the Railroad and State representatives to inspect the sub-grade and determine if this is the most practical method. We have no objection to your waiting to begin your track work so long as it is completed by March 17, 1971.

I have requested our Right of Way Section to contact your Mr. Larson in Seattle with regard to the property exchange set forth in Article II on pages 3 and 4 of the above mentioned agreement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utilities Engineer

TWL:dl

cc: F. B. Klaboe w/copy of Burlington letter
F. L. Hall "
D. H. Moerhing "
L. W. Rulien "
Paul Barnhart "
R. H. Rumbolz

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

November 27, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. D. Morgan
Construction Engineer

Routing
1 Morgan MJ
Decker
Johnsen
Gallagher
Stein

RECEIVED
NOV 30 1970
CONSTRUCTION DIVISION

Gentlemen:

On Novmeber 19th, I received a letter from your Resident Engineer, Mr. Paul R. Barnhart, advising me that the relocated subgrade for the Burlington Northern Inc., constructed by the Oregon State Highway Department, under your contract with R. A. Heinz Construction Company, along the lower Columbia River Highway, had been inspected with our representative, Mr. Ken Haugen and your Mr. Barnhart on November 17, 1970.

I understand that during the course of the construction, that a certain amount of settlement took place and as fuch, the Highway Department installed settlement plates and gauges to determine the extent of the subsidence on the ground of this project.

It would appear to me at this time, that we should possibly hold up on placing track the next several months, to make sure that if additional settlement takes place during the winter months, your Department will place the additional enbankment material to build it back up to subgrade before we place track on same.

I understand the relocated line was accepted by Mr. Haugen as all work was done according to the specifications agreed upon between the Highway and Burlington Northern Inc. I call your attention to Page 3 of our agreement, dated March 2, 1970 and particularly to Paragraph 2, which reads as follows:

> "When the subgrade for the relocated line of railroad has been prepared by the State and pipe and grade crossing alterations made so that the subgrade, pipe, crossing alterations, etc., are acceptable to the Chief Engineer of the Portland Company, the State shall deliver to the Pacific Company through the Portland Company, a deed to certain properties which are to be exchanged by the State for properties of approximate equal area owned by the Pacific Company."

It is therefore suggested that your office immediately have your right of way people contact our Mr. R. D. Larson, Regional Manager Real Estate at Seattle, Washington, to progress this particular portion of the contract.

I would appreciate your advising me as to what your thoughts may be on the handling the additional embankment material if settlement does occur prior to our placing the track on the new subgrade.

Very truly yours,

Regional Manager Engineering

HFM:pae
Enclosure

cc: Mr. R. D. Larson-Seattle

File: A 37-1

COPY TO DH MOEHRING

RECEIVED
DEC 28 1970
FOR FILING

F-171(12
7407

December 1, 1970

R. A. Heintz Construction Co.
2035 N. E. Columbia Blvd.
Portland, Oregon 97211

Gentlemen:

The Oregon State Highway Commission at its meeting on November 24, 1970, considered your request of an additional 76 calendar workdays on Contract No. 7407 for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 19 calendar workdays without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

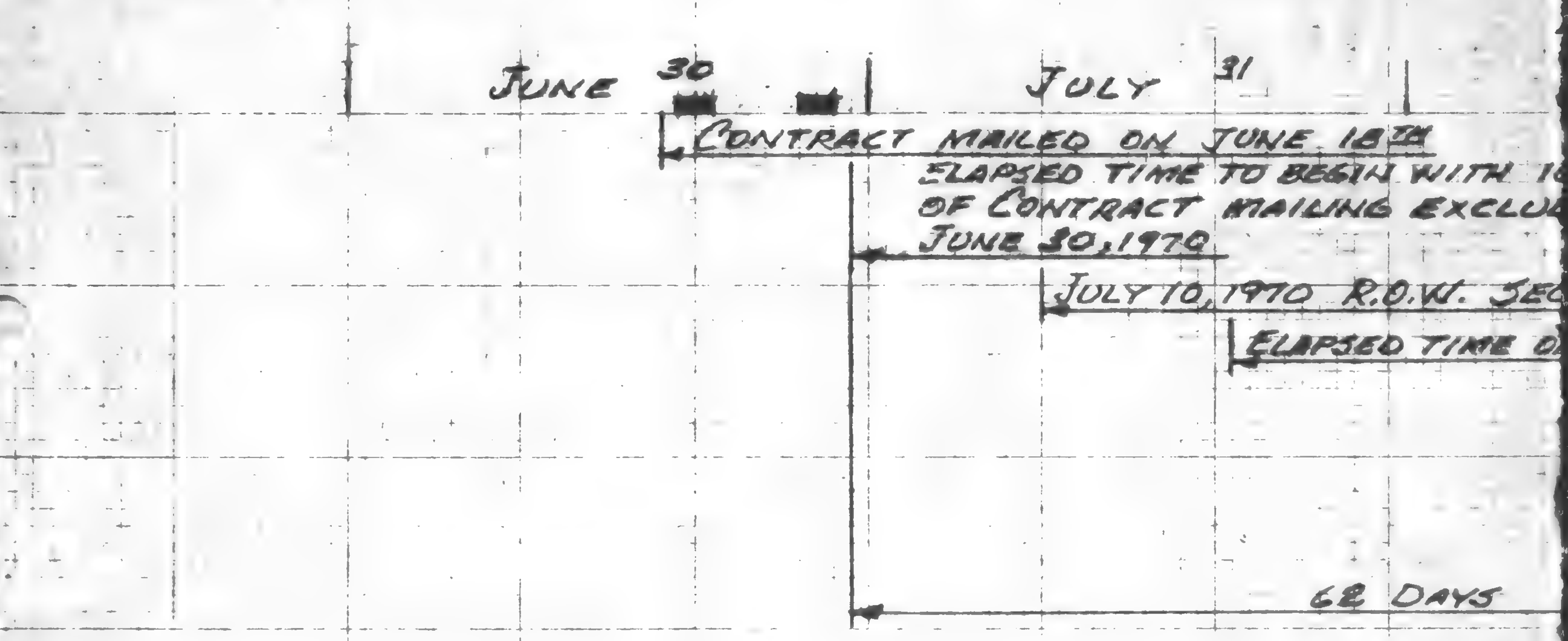
Very truly yours,

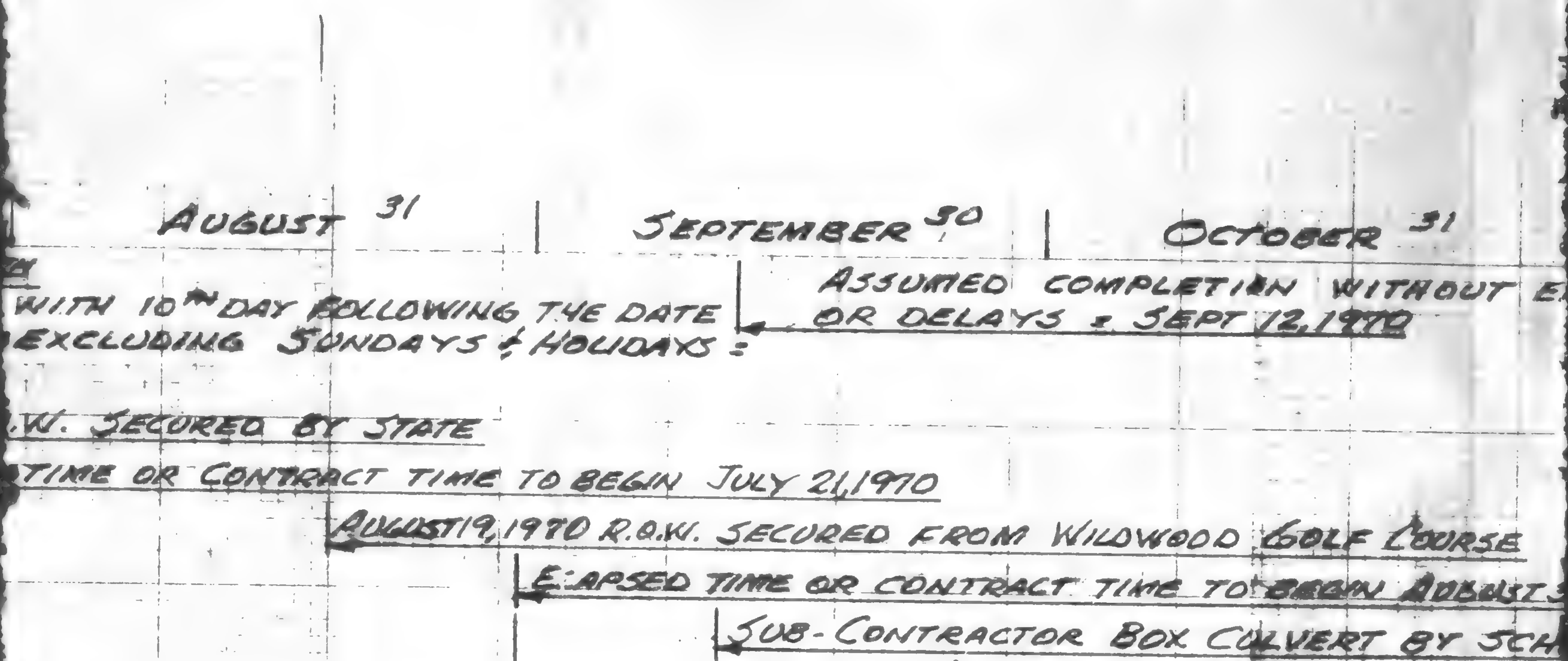
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc F. D. Morgan
V. E. Skoog
L. W. Rulien
Paul Barnhart
Federal Highway Administration

R. A. HEINTZ CONSTRUCTION CO.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211




AUGUST 31
SEPTEMBER 30
OCTOBER 31
WITH 10TH DAY FOLLOWING THE DATE
EXCLUDING SUNDAYS & HOLIDAYS =
ASSUMED COMPLETION WITHOUT E
OR DELAYS = SEPT 12, 1970
.W. SECURED BY STATE
TIME OR CONTRACT TIME TO BEGIN JULY 21, 1970
AUGUST 19, 1970 R.O.W. SECURED FROM WILDWOOD GOLF COURSE
E:APSED TIME OR CONTRACT TIME TO BEGIN AUGUST 3
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SUB-CONTRACTOR BOX CULVE
CAUSED BY DESIGN DELAYS
DAYS
14 DAYS
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OCTOBER 31 | NOVEMBER 30

OMPLETION WITHOUT EXTENSIONS
= SEPT 12, 1970

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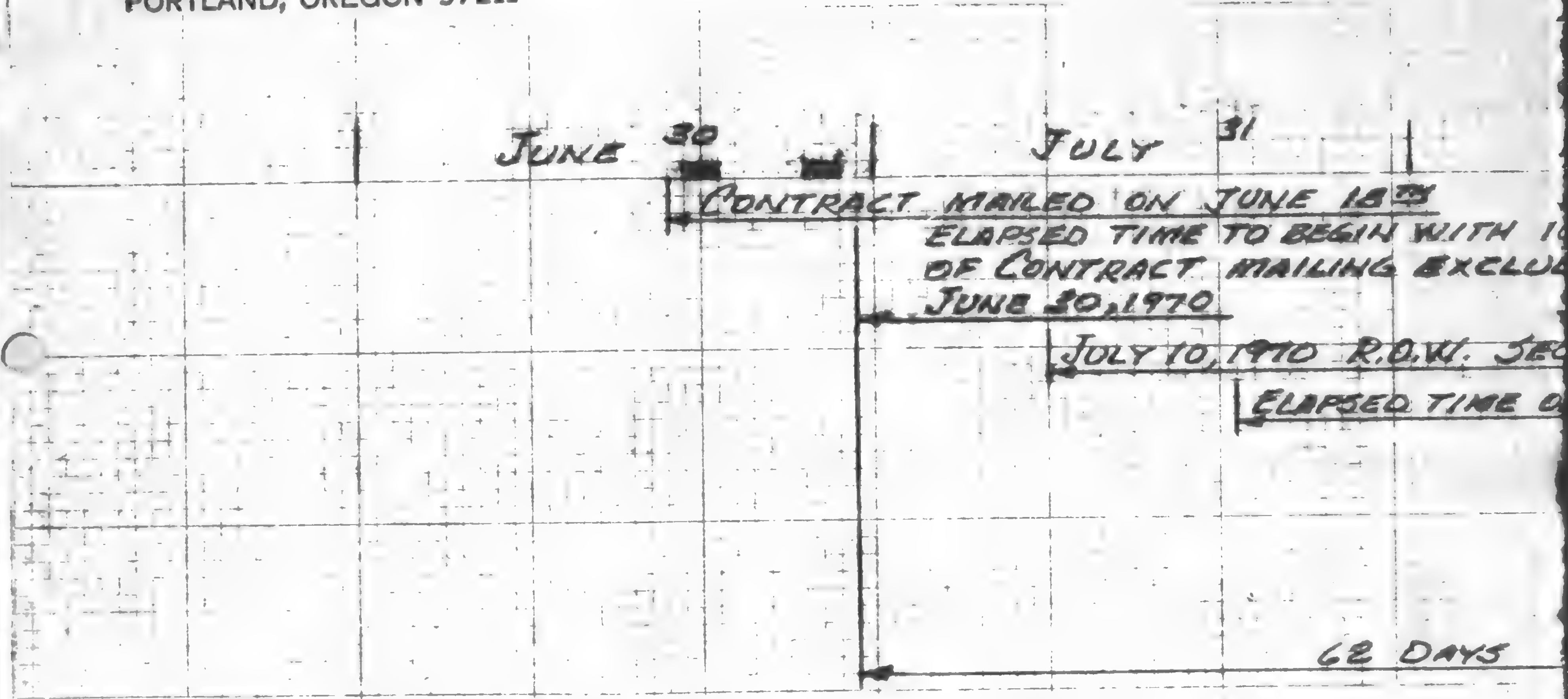
T TIME TO BEGIN AUGUST 31, 1970
R BOX CULVERT BY SCHEDULE SEPT. 11, 1970
. CONTRACTOR BOX CULVERT COMPLETION - CONTEMPLATED SEPT. 25, 1970
SED BY DESIGN DELAYS

REQUESTED COMPLETION DATE
AS OF SEPT. 16, 1970
NOV. 27, 1970

R. A. HEINTZ CONSTRUCTION CO.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211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30
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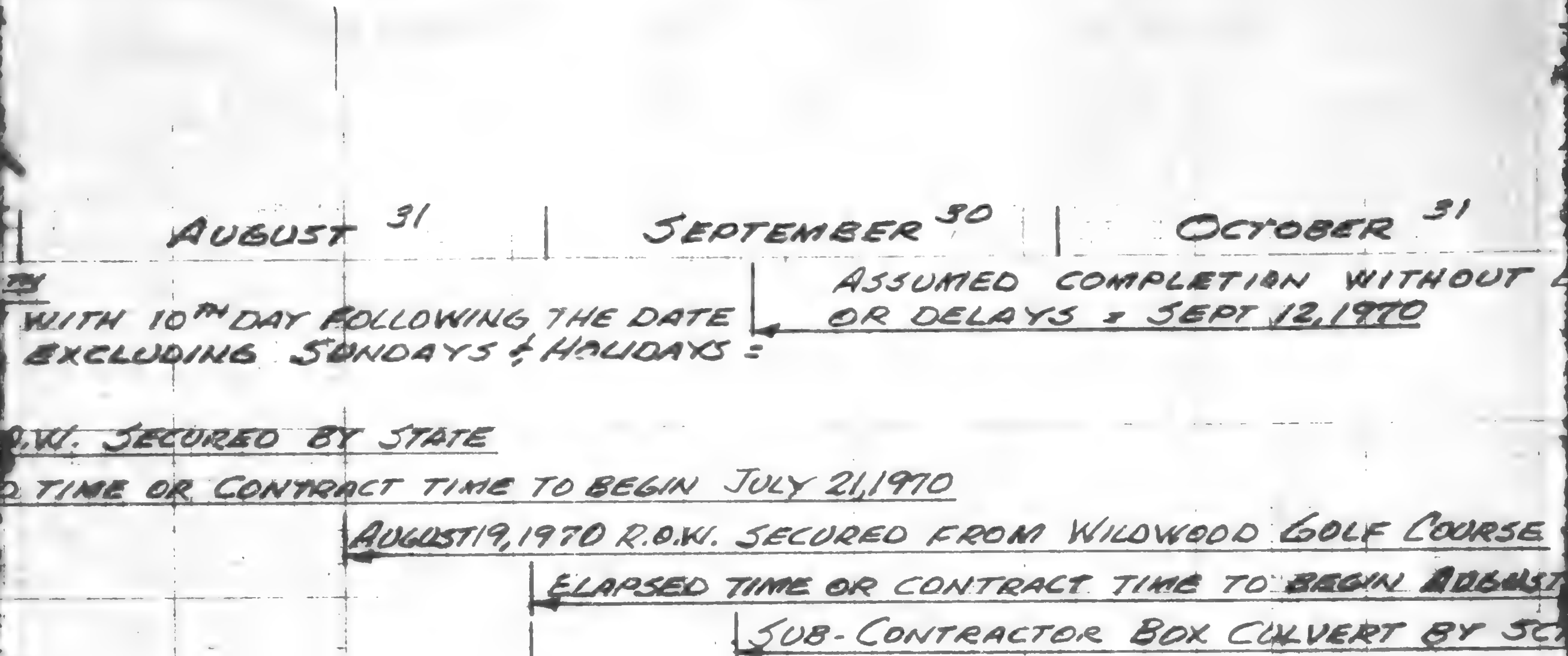

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WITH 10TH DAY FOLLOWING THE DATE
EXCLUDING SUNDAYS & HOLIDAYS =

ASSUMED COMPLETION WITHOUT
OR DELAYS = SEPT 12, 1970

.O.W. SECURED BY STATE

D TIME OR CONTRACT TIME TO BEGIN JULY 21, 1970

AUGUST 19, 1970 R.O.W. SECURED FROM WILDWOOD GOLF COURSE

ELAPSED TIME OR CONTRACT TIME TO BEGIN AUGUST

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CAUSED BY DESIGN DELA

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OCTOBER 31 | NOVEMBER 30

OMPLETION WITHOUT EXTENSIONS
= SEPT 12, 1970

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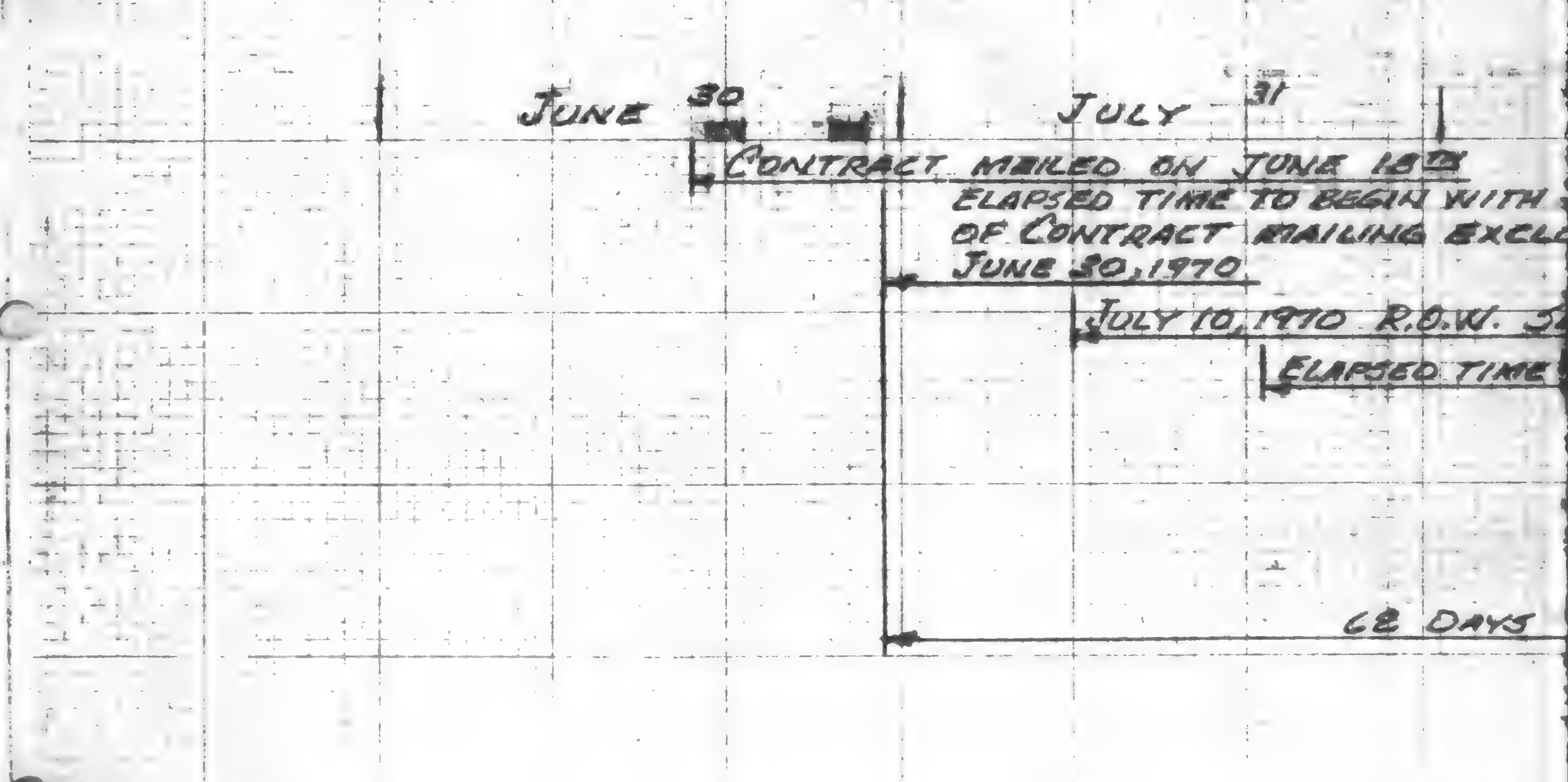
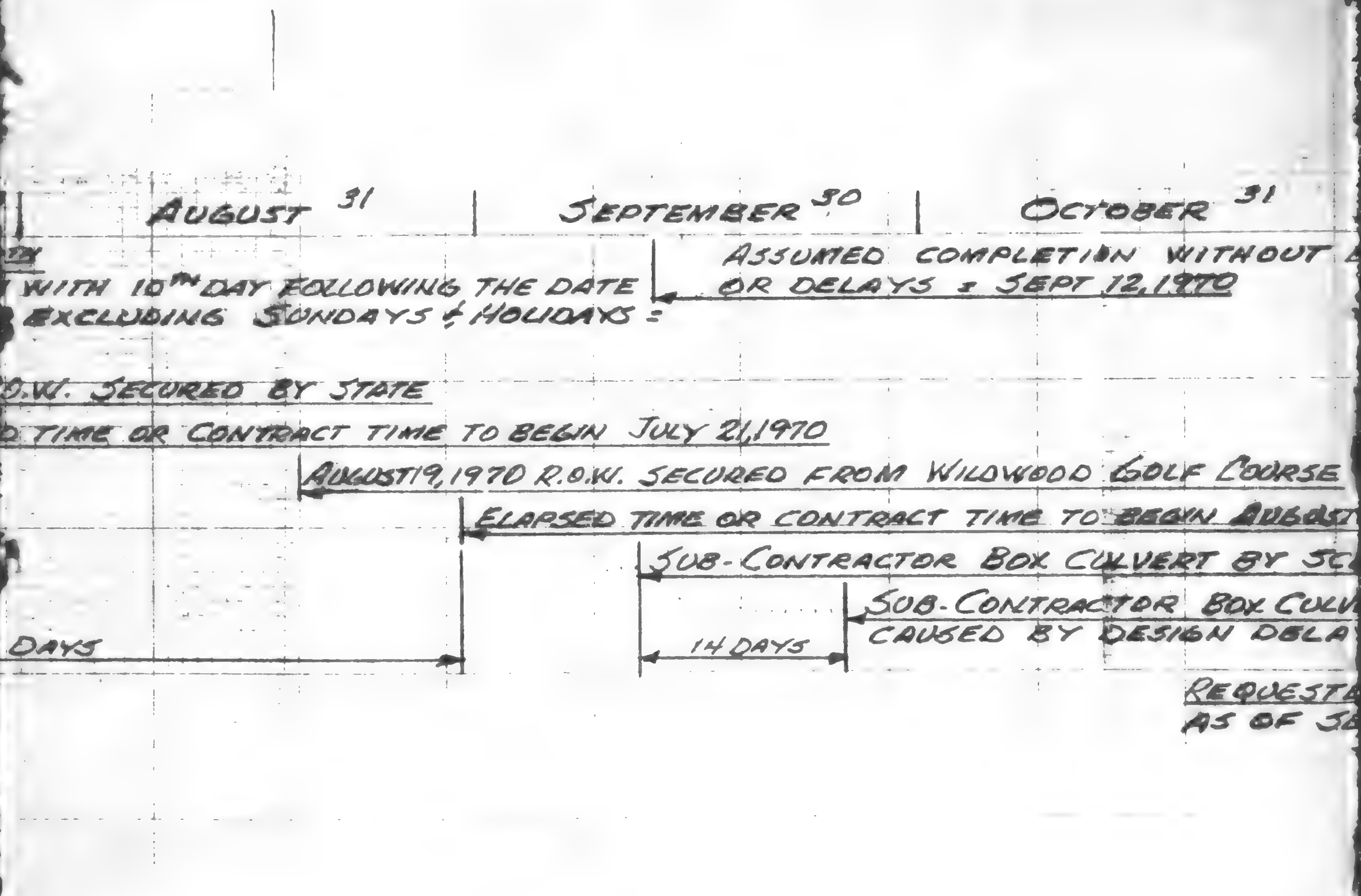
TIME TO BEGIN AUGUST 31, 1970
R BOX CULVERT BY SCHEDULE SEPT. 11, 1970
-CONTRACTOR BOX CULVERT COMPLETION - CONTEMPLATED SEPT. 25, 1970
ED BY DESIGN DELAYS

REQUESTED COMPLETION DATE
AS OF SEPT. 16, 1970
NOV. 27, 1970

R. A. HEINTZ CONSTRUCTION CO.
2035 N. E. COLUMBIA BLVD.
PORTLAND, OREGON 97211




AUGUST 31
SEPTEMBER 30
OCTOBER 31
WITH 10TH DAY FOLLOWING THE DATE
EXCLUDING SUNDAYS & HOLIDAYS =
ASSUMED COMPLETION WITHOUT
OR DELAYS = SEPT 12,1970
O.W. SECURED BY STATE
TIME OR CONTRACT TIME TO BEGIN JULY 21,1970
AUGUST19,1970 R.O.W. SECURED FROM WILDWOOD GOLF COURSE
ELAPSED TIME OR CONTRACT TIME TO BEGIN AUGUST
SUB-CONTRACTOR BOX CULVERT BY SC
SUB-CONTRACTOR BOX CULV
CAUSED BY DESIGN DELA
DAYS
14 DAYS
REQUESTE
AS OF SE

OCTOBER 31 NOVEMBER 30

OMPLETION WITHOUT EXTENSION:
: SEPT 12, 1972

ILDWOOD GOLF COURSE

T TIME TO BEGIN AUGUST 3, 1972

. BOX CULVERT BY SCHEDULE SEPT. 11, 1972

CONTRACTOR BOX CULVERT COMPLETION - CONTEMPLATED SEPT 26, 1972
SED BY DESIGN DELAYS

REVISED COMPLETION DATE
AS OF SEPT. 6, 1972
NOV. 22, 1972

OCTOBER 31 | NOVEMBER 30 |

OMPLETION WITHOUT EXTENSIONS
SEPT 12, 1970

ILDWOOD GOLF COURSE

TIME TO BEGIN AUGUST 31, 1970

BOX CULVERT BY SCHEDULE SEPT. 11, 1970

CONTRACTOR BOX CULVERT COMPLETION - CONTEMPLATED SEPT. 25, 1970
SED BY DESIGN DELAYS

REQUESTED COMPLETION DATE
AS OF SEPT. 16, 1970
NOV. 27, 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 12, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

For

Hulack

Johnson

SUBJECT: Oregon Project F-171(12)
Columbia County Line - Burlington Section
Request for Time Extension

I concur in the request for a 19-day time extension due to a delay in obtaining the permit-of-entry to the Kaptur property. However, I am unable to concur in the additional 10 days time extension for the reason stated in your letter dated November 5, 1970.

A thorough review was made of the contractor's weekly progress with the following conclusions drawn:

1. Working a 5-day week starting July 24 and completing October 1, which includes the 19-day time extension, his average daily yardage to complete on time should have been 2100 cubic yards per day.

2. From July 24 through October 1 he obtained the above figure for two 1-week periods only.

3. In the week ending October 9 where he had 2 days of adverse weather conditions he obtained 3330 cubic yards per day for the week.

4. From Item 3 it would appear if he had prosecuted the work he would have easily completed the project in the allotted time.

It is my conclusion that the contractor could have completed the project even though his time ran into the first of October since his most productive week was in the second week in October.

NOTED
TOM EDWARDS

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

November 5, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Columbia County Line-Burlington
Section, Columbia River Highway
FAP F-171(12)
Contract No. 7407
Request for Time Extension

The contractor on the subject project has requested an additional 76 calendar workdays to complete the contract without assessment of liquidated damages. The request is based on delays in right-of-way acquisition and box culvert extension design changes.

The project is railroad relocation work as stage construction for a future four-lane highway facility tentatively scheduled for April 1971. The 75 days contract time specified was minimum to allow some time for settlement and permit the railroad to complete its relocation work before spring.

With your endorsement, a public interest finding was made to award the project with the expectation that a permit-of-entry to the Kaptur property would be obtained by June 24, 1970. The permit-of-entry was not resolved with Mr. Kaptur until July 10. The contractor had started work June 23, but was shut down on June 24 since the property controversy affected most of the grading area. Work commenced again on July 13, 1970, promptly after the right-of-way was available.

Because this was prime summer time, we believe some allowance should be made for substituting later poorer weather days for this 19-day delay and recommend an additional 10 days, making a total of 29 days. It is our conclusion that design changes in the box culvert did not delay the contractor.

The project has a specified completion time of 75 calendar workdays and an estimated completion time of 136 calendar workdays (to November 13). The recommended time extension of 29 calendar workdays will reduce the estimated assessed liquidated damages to 32 days in the amount of $3,200.

Your concurrence in a 29-day extension is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
V. E. Skoog
I. D. Merchant
V. L. Gallagher
L. W. Rulien

JAB/VG:fw ms

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1970

SUBJECT: Columbia County Line-Burlington Section
Contract No. 7407
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

R. A. Heintz Construction Company, contractor on the above project, has requested a 76 calendar workday time extension based on delays in right of way acquisition and box culvert extension design changes.

This contract is a railroad relocation project and is in progress. The relocation work is stage construction to provide necessary roadbed for the railroad ahead of future construction of a new four-lane highway facility tentatively scheduled for April, 1971. The specified completion time of 75 calendar workdays is tight in an attempt to provide some time for settlement and for the railroad to complete their track work before spring.

Bids were opened on this contract June 4, 1970 and the contract was awarded June 18, 1970. In a public interest finding, the project was awarded without a permit of entry to the Kaptur property with the expectation it would be available June 24. The calendar workday count started June 30, 1970.

The contractor commenced work early on June 23, but did no work from June 25 through July 12 until the right of way problem was resolved. The property included most of the grading on the project. We recommend extension for all of the time from June 23 through July 12 or 19 days. These were prime days so we believe allowance should be made for the effect of substituting poorer late season weather for these 19 days and recommend an approximate 50 percent additional, or 10 days more, making 29 days for the right of way delay.

The alleged box culvert delay does not seem to be valid. The culvert is now about complete and the grading and select surfacing work controls the completion.

Mr. A. E. Johnson
November 4, 1970
Page 2

The estimated completion time is now November 13, 1970. The recommended 29 calendar workday time extension will reduce the assessment of liquidated damages to an estimated 32 days in the amount of $3,200.

This is a Federal-aid Primary highway project. Rough drafts of letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/VG:fw

Enc.

cc V. L. Gallagher

RECEIVED
NOV 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

F-171(13)
7407

November 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7407
Prefix 26-1012
FAP F-171(12)

Dear Sir:

The work under Contract No. 7407, Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County, was completed on November 18, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

By

F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 11-23-70

Conditions noted on above date:

None

R. E. Simpson
Division Engineer

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

12-1-70
G L Morgan

VG:fw
cc R. L. Porter
F. D. Morgan

RECEIVED
DEC 4 - 1970

11-23-70

OSHD
Region
Wash DC
Christianson Area Engr

F-171(12)

FORM PR-33B
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(*Check appropriate box)* ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 8	Report No. 6	County Multnomah	Division Oregon
Date of Inspection 11-23-70	Inspection Made By P. E. O'Neil, Asst Area Engr		Project No. F-171(12)
In Company With J. R. Nunes, FHWA; P. Burnhart, Res Engr, A. Harwood, Reg Const Engr, OSHD		Time Elapsed 189 %	Work Completed 100 %
Quality of Work* Satisfactory	Progress of Work Unsatisfactory		

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COLUMBIA COUNTY LINE-BURLINGTON SECTION
COLUMBIA RIVER HIGHWAY
Railroad Relocation

All physical work was satisfactorily completed in reasonably close conformity with the approved plans and specifications on November 18, 1970, at which time 142 calendar workdays had been used. The contract allowed 75 calendar workdays.

The OSHD central office requested a time extension of 29 days. We could only justify a time extension of 19 days.

The materials reports were reviewed as the project progressed and were found to be in reasonably close conformity with the approved specifications.

The SP&S Railroad has removed the structure at Sta 764+50 where the box culvert was extended. The railroad has completed the fill, placed the ballast, and replaced the tracks over the box.

The OSHD Maintenance section has placed guide posts along the shoulder of the partial grading area.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

12-4-70

NOTED
TOM EDWARDS

Young Johnson

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
NOV 20 1970
FOR FILES

E 171(12)
7407

November 19, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 6
November 24, 1970 meeting

Gentlemen:

R. A. Heintz Construction Company, contractor on the Columbia County Line-Burlington Section of the Lower Columbia River Highway in Multnomah County, Contract No. 7407, has requested an additional 76 calendar workdays to complete the project because of right-of-way delay and box culvert design changes.

This project is railroad relocation work as stage construction for a future four-lane facility tentatively scheduled for April 1971. The contractor was ready to start work promptly, but a right-of-way controversy prevented access to most of the project area for 19 days. Extension for this time is justified. No extension is justified for the culvert change as significant other work continued during and after the culvert construction.

The project is not yet completed and liquidated damages have been assessed at the rate of $100 per day since September 13, 1970. Completion is expected within a very few days. I recommend an extension of 19 calendar workdays at this time. There may be a further request for extension to consider when the project is completed and the effect of late season weather can be completely evaluated.

This is a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

JAB:VG:fw sr

F-171(12)

Form E-206-6M

74-7

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-18-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE [illegible]
FEDERAL [illegible] ADMINISTRATION

Project Name Columbia Co. Line-Burlington
Date 28 October, 1970
Highway Columbia River
Contract No. 7407
County Multnomah
Prefix 26-1012
Contractor R.A. Heintz Const. Co.
F. A. Project No. F-171(12)
Address P.O. Box 11005, Portland, Oregon 97211
Order No. 1 (Supplemental)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: State of Oregon's share of flagging cost.

Location by station numbers: Throughout the project, Station 127+50 to 175+00

Estimate of quantities and cost:

$2,500	(Original Project Authorization)
3,000	Estimated additional required to complete project.
$5,500	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Original amount was as per contract. Additional amount required is due to contract exceeding the 75 day completion time limit.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 379,508.81
Present estimate of project cost, including $ 3,000 for work under this order	$ 381,451.27
Expected ~~under-run~~ over-run amount	$ 1,942.46
Expected ~~under-run~~ over-run per cent	0.51%

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart
Resident Engineer

Approval Recommended:
Construction Engineer ~~or Design Engineer~~

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

11-12-70

BP*23571-V34

[illegible] 11-9-70

F-171(12)

Form E-306—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-18-70
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
TITLE
DATE 11-4-70

Project Name Columbia Co. Line-Burlington
Date 23 October, 1970
Highway Columbia River
Contract No. 7407
County Multnomah
Prefix 26-1012
Contractor R.A. Heintz Const. Co.
F. A. Project No. F-171(12)
Address P.O. Box 11005, Portland, Oregon 97211
Order No. 1 (Supplemental)

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3,000	Estimated additional required to complete project.
$5,500	

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Present estimate of project cost, including $ 3,000 for work under this order	$ 381,451.27
Expected ~~under-run~~ over-run amount	$ 1,942.46
Expected ~~under-run~~ over-run per cent	0.51%

Space to right of this line is for use of Salem Office

Submitted by: Paul R. Barnhart, Resident Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Division Engineer

Approved: ~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

11-12-70

11-9-70

RECEIVED
SEP 15 1970
FOR FILING

9-10-70

FORM PR-1240
(REV. 5-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-171(12)

STATE PROJECT NO. COLUMBIA COUNTY LINE - BURLINGTON SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME MULTNOMAH

ITEM NO. P-485

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: F-171(12)
7407

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
9-15-70

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE MAY 13, 1970

FEDERAL ROUTE NUMBER PRIMARY ROUTE #1

STATE ROUTE NUMBER STATE ROUTE 2 WEST

LIMITS OF AUTHORITY

OUR MAY 13, 1970 AUTHORIZATION IS HEREBY AMENDED TO INCLUDE WORK BY THE SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY AS DESCRIBED IN THEIR MARCH 2, 1970 AGREEMENT AND AS REQUESTED IN MR. LITCHFIELD'S SEPTEMBER 8, 1970 LETTER. THE NET COST OF THIS WORK IS ESTIMATED AT $33,608.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) WORK PERFORMED BY SP&S RAILROAD FOR $33,608.00

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
SEP 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 9-10-70

SIGNATURE OF APPROVING OFFICIAL

TITLE Fr DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 9 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~364-2171~~ 378-4511

F-171(12)
7407

September 8, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon 97301

Re: Railroad Work
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County
Project No. F-171(12)

Gentlemen:

With our letter dated November 14, 1969, we submitted to you a draft of the proposed agreement with the Spokane, Portland and Seattle Railway Company for the above captioned project. Your letter dated December 12, 1969, approved this agreement "as to form".

Our Mr. R. N. Chase submitted to you, with his letter dated March 20, 1970, a conformed copy of the completed agreement as executed by the Railroad and State and dated March 2, 1970.

We now request authorization to proceed with the work as set forth in the Railroad agreement as of December 12, 1969, your original approval date.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
SEP 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 31, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project F-171(12)
Columbia Co. Line - Burlington Section
Columbia River Highway
Railroad Relocation
Progress of Work

Johnson
RD

I would like to advise you that the progress of work on the subject project is considered unsatisfactory. This is because the percentage of work completed lags the percent time elapsed by 39 percentage points.

Routing
Morgan M
Decker
Bond
Walker
[illegible]
Johnson

RECEIVED
SEP 8 1970
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
[illegible]

RECEIVED
SEP 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

E-171 (12)

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 • Phone 364-2171

7467

July 8, 1970

Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

ATTENTION: John V. Mulcahy
Chief, Branch of Land

NOTED
A. E. JOHNSON

Re: Preliminary Engineering
Power Line Relocation
Columbia County Line-Burlington Sec.
Columbia River Highway
Multnomah County
YOUR REF: ELS St. Johns-
Astoria Line

Gentlemen:

Reference is made to our letter of July 17, 1979, which authorized preliminary engineering funds in the amount of $4,300 to cover the cost of location survey required for preparation of power line easement descriptions.

Your letters of May 14, 1970 and June 3, 1970 advised us of the overrun of the $4,300 authorization and that an updated estimate reflected an expenditure of $7,384 for an overrun of $3,084.

As a result of a meeting between representatives of BPA and the State on June 23, 1970, it was determined additional survey and design would be required of BPA for access road requirements and that a BPA representative would be required to assist our Right of Way Section. Your letter of July 2, 1970 transmitted an estimate of cost, in the amount of $9,130, for this additional work.

NOTED
F.B. KLABOE

Your request for the required additional preliminary engineering funds of $3,084 for the location survey and $9,130 for the additional preliminary engineering required for access road survey and design and right of way personnel assistance is hereby approved. This brings the total preliminary engineering authorization to $16,514.

Please advise this office, in advance, if an overrun of this authorization becomes apparent.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:ss

cc: F. B. Klaboe
L. W. Rulien
P. R. Barnhart
R. H. Rumbolz

RECEIVED
JUL 6 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-172 (12)
7407

July 2, 1970

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: J. C. Verdieck

Re: Clearing Contract
Power Line Adjustment
Columbia County Line-Burlington
Section Railroad Relocation
Columbia River Highway
Multnomah County

Gentlemen:

This will confirm the verbal concurrence given by our Mr. Rumbolz in the award of the clearing contract, as detailed in your letter dated June 23, 1970, to Mr. John Neuman, who submitted a low bid of $3,150.00. Also approved was the estimated cost of removing the danger trees on the following properties:

Kaptur Property - $1,000.00
Nevel Property - $994.00

As outlined in your letter dated May 7, 1970, the State is obligated to reimburse Portland General Electric Company one half the total cost of relocating its transmission facilities in conflict with this project. Since this work is part of the transmission relocation, the State's share is one half of $5,144.00 or $2,572.00.

Very truly yours,

F. D. Morgan
Construction Engineer

By: [illegible] SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher (2)
V. E. Skoog
L. W. Rulien
P. N. Barnhart
R. H. Rumbolz

RECEIVED
JUL [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1970
FOR FILING

F-171 (12)

7407

C

June 25, 1970

R. A. Heintz Construction Co.
2035 N.E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7407 for a railroad relocation on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mr

Enclosure

cc: United Pacific Insurance Company, Portland and Tacoma
F. D. Morgan
D. J. Barbee
I. D. Merchant
L. W. Rulien
Paul Barnhart

RECEIVED
JUN 22 1970
FOR FILING

F-171 (12)
7407

June 19, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 18, 1970, is requested in the award of contract for the Columbia Co. Line-Burlington Section, Project No. F-171(12).

The contractor receiving the award is R. A. Heintz Construction Co., in the amount of $278,369.00, with Contract No. 7407 assigned. This bid was received on June 4, 1970, and awarded on June 18, 1970.

All right of way or rights of entry have been acquired with the exception of a small area of the Kaptur property, File No. 43634 adjacent to a barn. A public interest finding was made to award the project although the contractor cannot occupy the property or disturb the barn before the owner can remove his personal property, expected completion date June 24, 1970.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

Bureau of Public Roads' Endorsement
Date____________________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEI
AUG 6 1970

F-171(12)
7407

June 18, 1970

6 - June 4

R. A. Heintz Construction Co.
2035 N.E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

The State Highway Engineer today has awarded you Contract No. 7407 in the amount of $278,369 for work on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

The award was made on the condition that you will not interfere with the property owner's use of a barn or the contents thereof located on the left side of the center line between Highway Engineer's Station 161 and 162. Consent to this limitation was given by Mr. Ace Heintz earlier today.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 30, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gr
Enclosures
bc: F. D. Morgan
I. D. Merchant
D. J. Barbee
L. W. Rulien
Paul Barnhart
Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
William Geibel (SAIF)
L. H. Young
John Bond

[illegible]
MAY 15 1970

F-171(12
7407

May 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

At the time the P.S. & E. certifications were made we had not received a reply from Multnomah County concerning recreational, historical or public resources in compliance with Mr. Whitton's circular memorandum of May 25, 1964 for the Columbia Co. Line-Burlington Section.

We certify we have consulted the local public authorities and their only comment was that survey and reference points should be saved. This is normal practice for our crews and we always comply with laws regarding the survey markers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:aw

FORM PR-1240
(REV. 9-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

RECEIVED
MAY 28 1970

5-13-70

DERAL AID PROJECT NO.: F 171(12)

STATE PROJECT NO.:

FROM:
R. E. SIMPSON, DIVISION ENGINEER
~~SALEM, OREGON~~

PROGRAM NO.:

ITEM NO.: 485

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:
F-171(12)
7407

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTE:
F. R. [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 13, 1970	MAY 13, 1970	FAP ROUTE #1
		STATE ROUTE NUMBER COLUMBIA COUNTY LINE - BURLINGTON SECTION

LIMITS OF AUTHORITY

AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,500.00 AND RAILROAD PROTECTIVE COSTS IN AMOUNT OF $7,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) CONTRACTOR'S FLAGGING $2,500.00 RAILROAD PROTECTIVE COSTS $7,000.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF OREGON'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young [illegible]
5-27-70

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-13-70	Original signed by Glen L. Green Engineering Coordinator	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 15 1970

OREGON STATE
HIGHWAY DIVISION

F-171(12)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 13, 1970

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Private Roadway Crossing
Columbia County Line-Burlington Section
Railroad Relocation
Columbia River Highway
Multnomah County
Project No. F-171 (12)

Gentlemen:

As part of the settlement for right of way with the land owner it has been necessary to move the private roadway which was proposed to cross your new alignment at Railroad Station 764+54 northerly so that it will cross your new alignment at Railroad Station 771+20. This road will connect to an existing private crossing of your existing tracks at Station 771+72.

You will find attached one (1) copy of Sheet 4 of the Construction Plans showing this new location and also a profile of the proposed private road.

Please review this plan and advise if this is acceptable to you.

If you agree to this change certain Railroad Engineers Stations mentioned in theConstruction Agreement dated March 2, 1970 should be made:

Page 3 - Paragraph IB, 764+60 should be changed to 771+72

Page 4 - Paragraph 3, 764+54 should be changed to 771+20

Page 5 - Paragraph VA7, 764+54 should be changed to 771+20

Page 5 - Paragraph VB4, 764+60 should be changed to 771+72; 764+54 should be changed to 771+20.

A letter from you acknowledging these changes would be satisfactory.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (attachment)
D. J. Barbee "
L. W. Rulien "
R. H. Rumholz "

Enclosure

RECEIVED
MAY 15 1970

OREGON STATE HIGHWAY DIVISION

F-171(12)
7407

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 13, 1970

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

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Columbia County Line-Burlington Section
Railroad Relocation
Columbia River Highway
Multnomah County
Project No. F-171 (12)

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A letter from you acknowledging these changes would be satisfactory.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

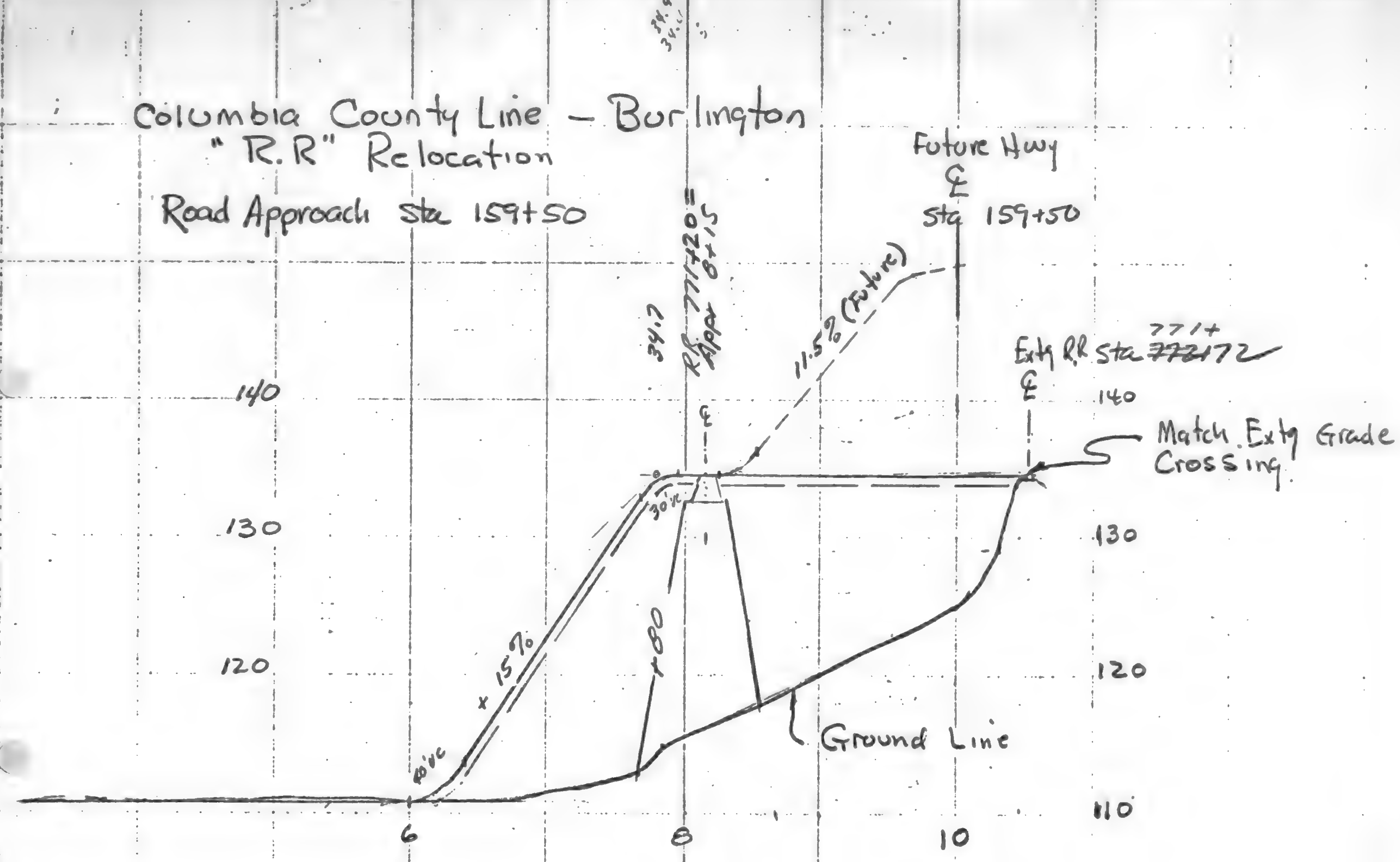
RECEIVED
MAY 1
OFFICE OF
STATE HIGHWAY ENGINEER

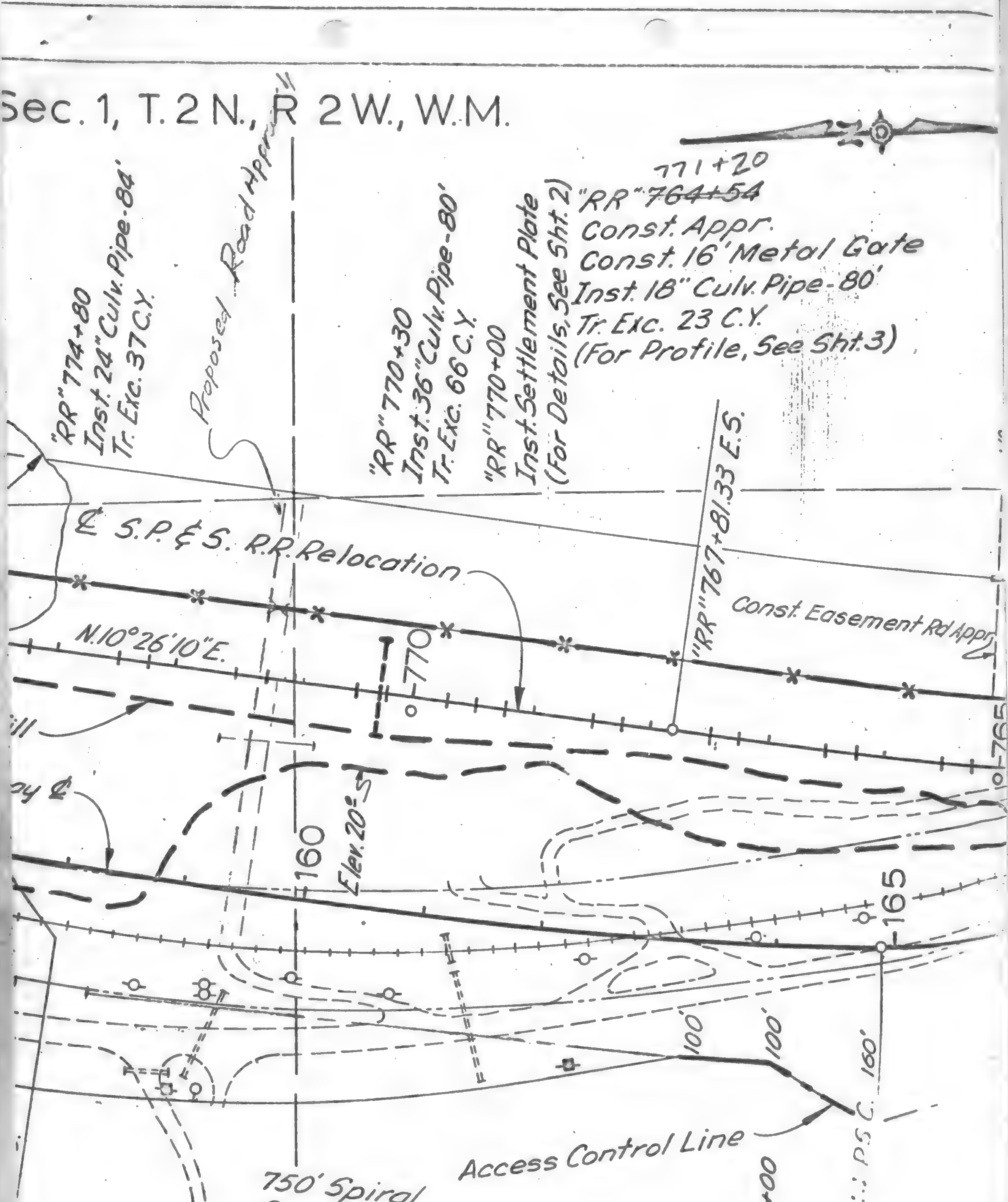
TWL:ss
cc: F. B. Klaboe (attachment)
D. J. Barbee "
L. W. Rulien "
R. H. Rumbolz "

Enclosure

Columbia County Line – Burlington
"R.R" Relocation

Road Approach Sta 159+50




Sec. 1, T. 2 N., R 2 W., W.M.
"RR" 774+80
Inst. 24" Culv. Pipe-84'
Tr. Exc. 37 C.Y.
Proposed Road Appr.
"RR" 770+30
Inst. 36" Culv. Pipe-80'
Tr. Exc. 66 C.Y.
"RR" 770+00
Inst. Settlement Plate
(For Details, See Sht. 2)
771+20
"RR" ~~764+54~~
Const. Appr.
Const. 16' Metal Gate
Inst. 18" Culv. Pipe-80'
Tr. Exc. 23 C.Y.
(For Profile, See Sht. 3)
"RR" 767+81.33 E.S.
℄ S.P.&S. R.R. Relocation
Const. Easement Rd Appr.
N. 10°26'10"E.
770
765
ill
ay ℄
160
Elev. 20±
165
100'
100'
160'
P.S.C.
+00
Access Control Line
750' Spiral
S 8°26'15"
a 0.3

TRANSACTION NUMBER 5-15

KLABOE

ORM PR-48
EV 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-6-70

BY (Signature): MR. YOUNG'S APRIL 22, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

AGE 1*
TEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 485 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION — WORK
85	F-171(12)	0.6	300,000	190,000	COLUMBIA COUNTY LINE - BURLINGTON SECTION — RAILROAD RELOCATION

5-6-70

RECEIVED
MAY 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR RAILROAD ADJUSTMENTS.

5-8-70
Young

NOTED
F.B. KLABOE

MAY 8 - 1970

F-171(12)
7407

RECOMMENDED		APPROVED
DATE	SIGNATURE AND TITLE	DATE 5-6-70	SIGNATURE AND TITLE for R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 24 1970
FOR FILING

F-171 (-12)
7407

Mr. Klaboe

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 5, 1970

SUBJECT: Right of Way Status
FA Project
June 4 & 5, 1970, Bid Opening

To: Mr. L. H. Young
Program and Planning
Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of access are acquired with the exception of the files listed following the name of the project:

Columbia Co. Line-Burlington Sec., Col. River Hwy.,
Multnomah Co.: RR Relocation
43632-Crown Zellerbach & 43634-Kaptur

We expect to have possession and all rights of entry and rights of access of these files prior to the date we request Bureau concurrence in the award of the contract.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances will be fully implemented. All persons and occupants of the right of way within this project will be relocated to decent, safe and sanitary housing or will be offered decent, safe and sanitary housing.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

D H Moehring
D. H. MOEHRING
Right of Way Engineer

JRO:GZ
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
APR 24 1970

FOR FILING

F-171 (12)
7407

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Primary Federal-Aid Project, Item No. 485, Project No. F-171(12), Columbia County Line-Burlington Section (Railroad Relocation) which we desire to have included in the Federal-Aid Primary Highway Program.

We are enclosing a copy of letter dated March 5, 1970 from the State Clearinghouse granting approval of the project and a copy of a letter from CRAG dated April 7, 1970 stating the Advisory Committee recommending approval of the project by the Executive Committee on April 17, 1970.

We have been advised by Mr. Homer C. Chandler, Executive Director of CRAG that the project was approved on April 17, 1970 both for District Clearinghouse and Section 204 review. We will forward CRAG's written approval as soon as it is received.

We hereby request your authorization to proceed with the preparatory work by the S.P. & S. Railway Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

4-22-70

FEDERAL - AID P
(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 30 0.5 Mi. S. Columbia Co. Line S. 0.6 Mi. 21 65	**ADT**	PRESENT 7,500	FUTURE 14,200 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Railroad Relocation 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		US 30 0.5 Mi. S. of Columbia Co. Line S. 0.6 Mi. (Columbia County Line-Burlington Section)			
5					**ROW**					
5					**CONST** (CODE) Y040			0.6	300,000	190,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.6	300,000	190,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

22-70

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

S. 0.6 (65)	**ADT**	PRESENT 7,500	FUTURE 14,200 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 485 (14) (18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) F- 14 23	NUMBER SEQ. NO. 171(12) 7 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME	Multnomah
CODE	051 (14) (16)
ROUTE NO.	P
FEDERAL-AID	1 (32)
STATE	2W (36)
U.S.	(37) 30 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Relocate approx. 3,150' of S.P. & S. Railway Co. track & signal facilities including R.R. prep. work. (To provide for future 4-12' lanes, 10' shldrs. and 16' median.
0.6	300,000	190,000	110,000		ROW: 200' Min.; Access Control: Partial; Parking Restrictions: None.
0.6	300,000 (16) (23)	190,000 (24) (33)	110,000		

ne-

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

COLUMBIA COUNTY LINE-BURLINGTON SECTION

PROJECT F-171(12)

Existing Facilities: The roadway facility consists of 20' bituminous wearing surface with 10' shoulders constructed under F-171-A in 1937.

Project Data: The work consists of the following:

1. Hwy. Division Contract: Grade, drainage structures, embankment foundation with surcharge and random fill as required to provide new RR roadbed easterly of the present track. Estimated cost $266,400 including RR protective service. Included as incidental work is the partial excavation grading of the new roadway alignment for 1,500 feet northerly beyond the north limit of the project to provide necessary embankment material for the RR roadbed.

2. Railroad Forces: Ballast, ties, signal and communication lines to be furnished and placed. Remove existing ties, track, signal and communication lines. Estimated cost $33,600.

This relocation of the S.P. & S. Railway Co. track (Burlington Northern Inc.) is necessary, as stage construction, to provide necessary right of way for the future construction of a 4-12' lane, 16' median, 10' shoulder highway facility on this section US 30.

Airports, Water Development, System Action - None involved.

Public Hearing - Held September 3, 1969.

Location/Design Approved - November 17, 1969.

State Clearinghouse Approved - March 5, 1970.

District Clearinghouse Approved - April 17, 1970.

Section 204 review by CRAG - April 17, 1970.

Railroad agreement furnished - March 20, 1970.

RECEIVED
APR 21 1970

FOR FILING

F-171(12)
7407

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1970

SUBJECT:

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Construction Agreement
Spokane, Portland & Seattle Railway Co.
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County

RAILROAD COMPANIES
FILE No. 681

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

ss
Attachment

cc: F.B. Klaboe
F. D. Morgan (w/attachment)
E. S. Hunter "
L. W. Rulien (2) (w/attachment)
R. N. Chase (3) "
V. E. Skoog "
E. F. Saling "
J. L. Sollis "

NOTED
FLOYD QUERY

RECEIVED
MAR 9 1970
FOR FILING

Porter

1859

EXECUTIVE DEPARTMENT

F-171(12)

5 CAPITOL • • • • • • • • • • SALEM, OREGON 97310

7407

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 5, 1970

Forrest Cooper
State Highway Engineer
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Klabos

COLUMBIA COUNTY LINE--BURLINGTON SECTION, LOWER COLUMBIA RIVER HIGHWAY

This proposal has been referred to the appropriate state agencies for review. All have commented favorably on the project as a means of improving traffic flow and safety.

We are pleased to add our approval.

Ed Westerdahl II

Edward G. Westerdahl, II

EGW:lks

NCT-

3-9-70

REFERRED TO
By Asst. State Hwy. Engr

NOTED
R. L. PORTER

RECEIVED
MAR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PROJECTS ON CURRENT CONSTRUCTION SCHEDULE THAT ARE BEING CONTRACTED LATER THAN NORMAL DUE TO 90-DAY PROVISIONS OF THE 1968 HIGHWAY ACT

March 2, 1970

FAU			
	Willamette R.(Albany)Br.	$ 2,700,000	30 days
	Ross Island Br.-SE Reedway	$ 1,200,000	42 days
FA			
	Alder Cr.-Wildwood	$ 3,675,000	30 days
	Columbia Co. Line-Burlington	$ 250,000	42 days
	Chemawa Rd.-Hayesville	$ 920,000	42 days
FAI-U			
	Gladstone Intchg.-Oregon City Intchg.	$11,500,000	42 days

RECEIVED
MAR 11 1970
FOR FILING

FL471 (12)
7407

R 503

2-3-70

February 9, 1970

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Dorothy Decker
Clerk of Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the proposed construction of the Columbia County Line-Burlington Section on the Columbia River Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. copy attached)

RECEIVED
FEB 10 1970

FOR FILING

F-171 (12)
7407

February 9, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been reached with the Spokane, Portland and Seattle Railway Company which provides for the relocation of its tracks necessary to accommodate the construction of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

This agreement provides for the State to acquire property for and to construct a new embankment for approximately 2400 feet of the Railway's main line through this area. The Railway will construct its own track, communication lines, and other facilities and will be reimbursed by the State. The net cost of the Railway's work after credit for salvage has been deducted is estimated to be $33,608. Bids for the construction of the railroad embankment will be opened on April 23, 1970.

Other features of this agreement are: Upon completion of the State's construction, the State will deed to the Railway the property occupied by the new railroad embankment. Upon completion of construction of the new track and the removal of the old track, the Railway will convey to the State its vacated right-of-way. The Railway has 120 days from the acceptance of the railroad subgrade to complete its work. The State is required to provide adequate drainage under the railroad fill, construct right-of-way fence on either side of the new railroad right-of-way and to maintain the fence between the new track and highway. The State is also required to bear the expense of any extraordinary maintenance required on the new railroad roadbed during its first year of operation. The State's contractor is required to provide the usual insurances.

This agreement has been approved by the Bureau of Public Roads. It was verbally approved by Chairman Jackson on February 6 and the Secretary was authorized to sign it for and on the Commission's behalf. The matter will be on the agenda for your confirmation at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Jack Sollis

cc V. E. Skoog
L. H. Young
L. W. Rulien

TWL:ss fn

RECEIVED
FEB 6 - 1970

FOR FILING

F-171(15)
746-1

February 6, 1970

Columbia Region Association
  of Governments
429 S.W. 4th Avenue, Suite 500
Portland, Oregon   97204

Attention: Mr. Homer Chandler,
           Executive Secretary

Gentlemen:

Re: Federal-Aid Projects in
    City of Portland

Attached for your action are one copy each of the Notices of Intent to file for federal assistance for the following Federal-Aid projects in the City of Portland.

Columbia Co. Line-Burlington Section
Lower Columbia River Highway

Wilson River Jct.-N. Plains Section
Sunset Highway

Ross Island Bridge-S.E. Reedway Section
Pacific Highway East

As required by Executive Memorandum 01-270-02, the Notices of Intent have been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
    F. B. Klaboe
    H. S. Cox
    R. L. Schroeder
    B. L. Gifford
    R. N. Chase

RWE:ia

[illegible]
FEB 4 1970
FOR FILING

E-171(12)
7407

February 4, 1970

Executive Department
Federal Aid Coordination Unit
Room 6 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for five federal-aid highway projects as follows:

Federal-Aid Primary:

Columbia Co. Line-Burlington Section
Lower Columbia River Highway

Wilson River Jct.-N. Plains Section
Sunset Highway

Burnt Woods-Blodgett Section
Corvallis-Newport Highway

Federal-Aid Urban:

Ross Island Bridge-S.E. Roadway Section
Pacific Highway East

Federal-Aid Secondary:

Hot Lake Overcrossing Section
La Grande-Baker Highway

The estimated date of filing for federal funds on these projects varies from mid-March to mid-June, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
B. L. Gifford

RWE:ia

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division .... Salem (Address)

Contact Person L. H. Young .... 2761 (Phone)

1. Project Location

Administrative District 2 City Portland

County Multnomah Special District(s) (if applicable) ....

Other affected jurisdictions/agencies Multnomah County

2. Federal Program

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

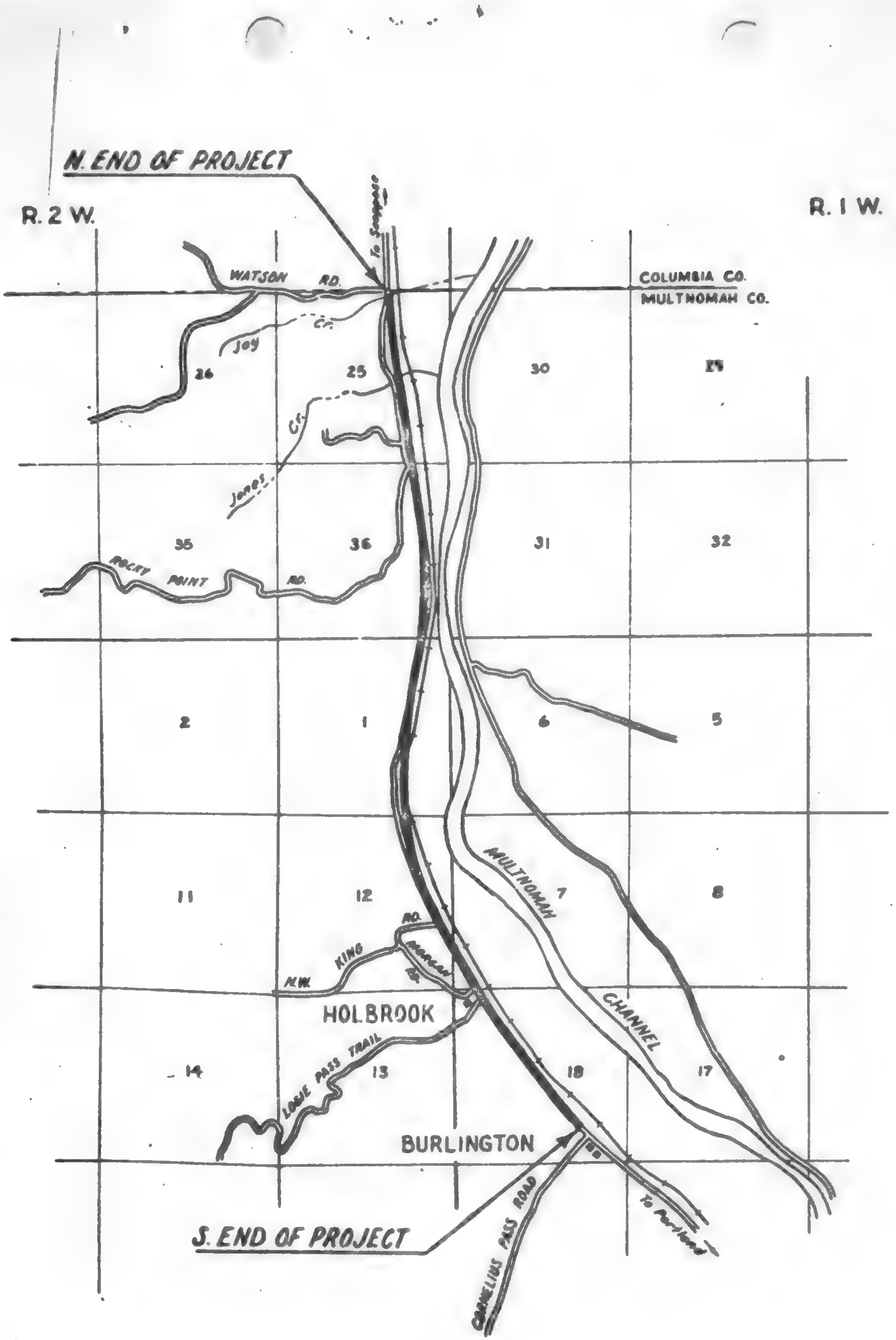
Federal Share ☐ Loan ☒ Grant	$3,335,850	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	- -
*State Agency Share	1,959,150	Other Funds (specify)	
Other (specify)	-		
TOTAL	$5,295,000	*Total State Agency Share	$1,959,150

*Indicates totals should be equal.

4. Estimated Application Filing Date mid-March 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Columbia Co. Line-Burlington Section, Lower Columbia River Highway. Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, signing and incidental work to expand the existing two-lane facility to four lanes with limited access.



OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

COLUMBIA COUNTY LINE - BURLINGTON

LOWER COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division .... Salem (Address)

Contact Person L. H. Young .... 2761 (Phone)

1. Project Location

Administrative District 2 City Portland

County Multnomah Special District(s) (if applicable) ....

Other affected jurisdictions/agencies Multnomah County

---

2. Federal Program

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $3,335,850 Source of State Agency Share (if any)

Local Applicant Share - General Fund - -

*State Agency Share 1,959,150 Other Funds (specify) ....

Other (specify) -

TOTAL $5,295,000 *Total State Agency Share $1,959,150

*Indicates totals should be equal.

---

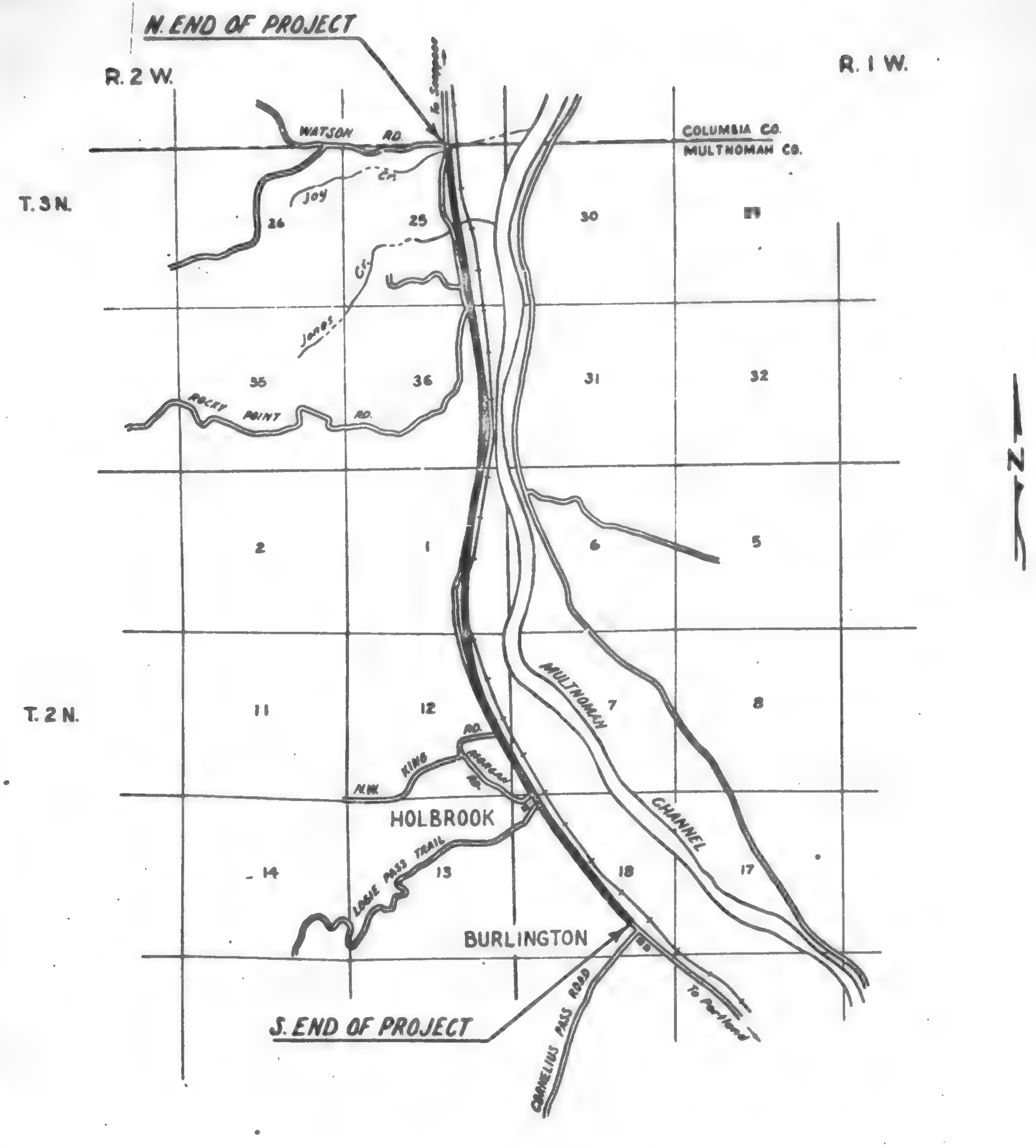
4. Estimated Application Filing Date mid-March 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Columbia Co. Line-Burlington Section, Lower Columbia River Highway. Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, signing and incidental work to expand the existing two-lane facility to four lanes with limited access.

Length of Project	5.12 miles
Estimated ADT	1968 = 6,900 1989 = 13,000
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The proposed facility will be a four-lane highway having a 16-foot median, 12-foot travel lanes and 10-foot shoulders.
Structures	There are no interchanges or major stream crossings. A portion of the S.P.& S. Railroad will be relocated. See attached map for geographic location.



OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

COLUMBIA COUNTY LINE - BURLINGTON

LOWER COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

RECEIVED
JAN 30 1970

FOR FILING

F-171 (12)
7407

January 29, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the February 3 meeting will be a throughway-abandonment agreement concerning the proposed construction of the Columbia County Line-Burlington Section of the Columbia River Highway lying entirely within the boundaries of Multnomah County.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, paving, and relocation of a short section of railroad. The County agrees to cooperate in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Multnomah County also agrees, upon completion of construction and opening of the new facility to traffic, to accept all the State's right, title, interest, jurisdiction, maintenance, and control of approximately one mile of the existing highway alignment which will be bypassed.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
H. S. Cox
L. W. Rulien

MCH:ljt sr

RECEIVED
JAN 14 1970
FOR FILING

F-1-71 (12)
7402

3197

January 13, 1970

Mr. George P. Karl
Route 1, Box 303
Portland, Oregon 97231

Dear Mr. Karl:

Re: Waste Material Site, Columbia County Line-Burlington Section, Columbia River Highway
Multnomah County

Reference is made to your recent letter requesting information on the procedure necessary to make arrangements for use of your property for disposition of fill material from the proposed highway construction.

Our plans have been reviewed and I am advised that we do not anticipate there will be any excess excavation on the proposed project.

Our present schedule indicates a contract for railroad location tentatively set up for this spring and the rest of the contract set up for a summer or fall bid opening. These are subject to change for various reasons.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K3197
D. J. Barbee
F. D. Morgan - Enc.
L. W. Rulien - Enc.

ADO:jp srb

Columbia Co. Line - Burlington Sec.
Columbia River Hwy

REFERRED TO
admin
BY SECRETARY

REFERRED TO
Klaboe
BY DEPUTY STATE

Ge ge P. Karl
Rt #1 Box 303
Portland, Oregon
97231

97[illegible]

Oregon State Highway Dept.
Salem, Oregon.

RECEIVED
JAN 7 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sirs -

I own 5.2 acres on Logie Trail, which is a very short distance from the proposed Highway. I have a great deal of space for a lot of fill dirt on my property and am anxious to make arrangements for such.

Logie Trail add.

Will you please tell me what & whom I have to contact so that when the work on Freeway begins my land could be used.

Title Insurance description is: Section 13, Township 2 North, Range 2 West of the Willamette Meridian in Mult. County.

Respectfully Yours.
George P. Karl.

RECEIVED
DEC 2[illegible] 1969
FOR FILING

F-171(12)

7407!

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 12, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-171(-)
Columbia County Line-Burlington Section
S.P.&S. Railroad Agreement

The proposed railroad agreement with the Spokane, Portland and Seattle Railway Company transmitted with Mr. Litchfield's November 14, 1969 letter has been reviewed and approved as to form. This agreement is to provide the necessary railroad adjustment to accommodate the construction of the subject projects.

12-22-69

REFERRED TO Young - Litchfield - Barber
By Asst. State Hwy. Engr.

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 22 1969
FOR FILING

F-171(12)
7407

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 18, 1969

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Preliminary Engineering
Columbia County Line-Burlington Sec.
Columbia River Highway
Multnomah County
YOUR REF.: ELS

Gentlemen:

Please refer to our letter of July 17, 1969 where in the first paragraph we erroneously state that our letter of May 9 authorized preliminary engineering funds in the amount of $25,000 for the design to relocate the portion of your St. Johns-Astoria Line in conflict with the proposed subject project.

Please be advised that this $25,000 is, in fact, $2500.

The remainder of the letter is correct as written.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
TCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
Jess Jones

RECEIVED
JUL 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

F-171 (12)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7407

July 17, 1969

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Preliminary Engineering
Columbia County Line-Burlington Sec.
Columbia River Highway
Multnomah County
YOUR REF: ELS

Gentlemen:

Reference is made to our letter of May 9, 1969, which authorized preliminary engineering funds in the amount of $25,000 for the design to relocate the portion of your St. Johns-Astoria Line in conflict with the proposed subject project.

Your request of July 11, 1969 for additional engineering funds in the amount of $1,800 to cover the cost of location survey needed to write descriptions for your new power line easement is hereby approved. This brings the total preliminary engineering authorized to a total of $4,300.

It is understood that the total cost of your preliminary engineering will not exceed $4,300.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

cc: F. B. Klaboe
Jess Jones

RECEIVED
JUL 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 26, 1969

SUBJECT: Columbia County Line-
Burlington Section
Columbia River Highway
Multnomah County

To:

Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the Phase II relocation report required prior to the public hearing on the above section.

Please add twenty percent to the right of way estimates.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Attach.

cc R. E. Simpson /w/ attach.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young /w/ attach.
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder /w/ attach.

NOTED
R. L. PORTER

RECEIVED
JUN 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1969
FOR FILING

F-171(12)
7407

June 20, 1969

Mr. S. W. Gray
Accounting Department
Spokane, Portland and Seattle
Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Gray:

Your File: M.S. 200-0

In response to your June 18 request, payment in the amount of $6,341.37 on your Bill No. S-4224 (reimbursement for amount paid to Shannon and Wilson on your voucher S-2224) should be in your hands in the next few days.

Thank you for calling this to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Forrest Cooper
Victor D. Wolfe
D. B. Taylor/att

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY

ACCOUNTING DEPARTMENT

1101 N. W. HOYT STREET, PORTLAND, OREGON 97207

L. F. LAWSON
COMPTROLLER
R. T. WAHLGREN
MANAGER DISBURSEMENT ACCOUNTING
B. CALKINS
MANAGER REVENUE ACCOUNTING
S. W. GRAY
MANAGER MISCELLANEOUS ACCOUNTING
T. A. BURKE
MANAGER DATA PROCESSING

June 18, 1969

FILE NO. M.A. 200-0

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

This is to remind you that we have not received payment for the following bill:

Bill No.	Date	Amount	Description
S-4224	4-18-69	$6,341.37	Reference to your letter of November 13, 1968. To reimburse this company for amount paid Shannon and Wilson, Inc, our voucher S-2224.

Your prompt remittance will be appreciated.

Very truly yours,

S. W. Gray
Manager Miscellaneous Accounting

Orig to Acctg 6-20-69

RDH:msw

RECEIVED
JUN 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1969

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-171(12)
7407

May 14, 1969

Multnomah County Board of Commissioners
Courthouse
Portland, Oregon 97204

Attention: Mr. Robert Nordlander
Director of Public Works

Gentlemen:

The State Highway Commission is studying a proposal to locate and construct the Columbia County Line-Burlington Section of the Columbia River Highway (US 30) in Multnomah County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the corridor indicated on the attached map. The existing route, or portions thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of portions of the existing route providing a new route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed sections of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby.

Signatures in the appropriate space provided below will indicate that Multnomah County will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed sections, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State. If a meeting is desired to discuss the above, please notify this office immediately.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED ________________ 19__
BOARD OF COMMISSIONERS OF ________ COUNTY
BY ________________ COMMISSIONER
________________ COMMISSIONER
________________ COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

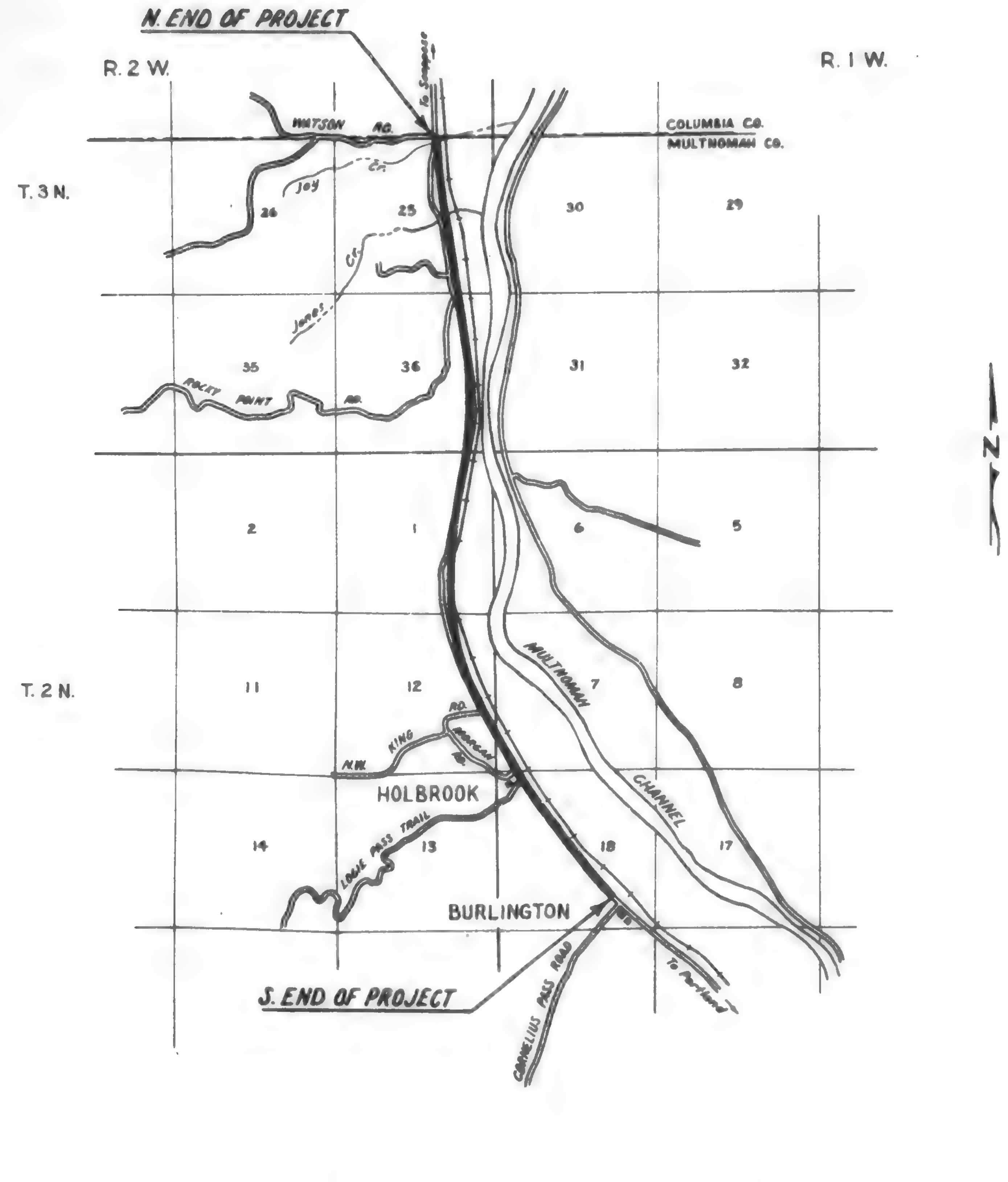
H. S. Cox

By: H. S. Cox
County and City Engineer

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

PBA:eb
Attach: Map

bc F. B. Klaboe
Victor Wolfe
L. W. Rulien



OREGON STATE HIGHWAY DEPARTMENT

Corridor & Design Hearing Map

COLUMBIA COUNTY LINE - BURLINGTON

LOWER COLUMBIA RIVER HIGHWAY

MULTNOMAH COUNTY

RECEIVED
MAY 13 1969
FOR FILE

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

F-171(12)
7407

May 9, 1969

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Preliminary Engineering
Bonneville Power Administration
Columbia County Line-Burlington
Section
Columbia River Highway
Multnomah County
Your Ref: ELS

Gentlemen:

You are hereby authorized to proceed with preliminary engineering on this project effective this date.

It is understood this work will include, but not be limited to, the design of all your adjustments and/or relocations necessitated by our proposed construction on this project, and the cost of preparing descriptions for the new easements required by your proposed relocation.

It is understood that the cost of this work will not exceed $2500.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe

RECEIVED
MAY 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1969

FOR FILING

F-171
7407

15M—

R. A. Q. A. Standard Form No. 206

Mr. R.L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Bill No. S- 4224
(Quote when remitting)
Month's Account APR 1969
Dept. No.
Date Made April 18, 1969

To SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, Dr.
(Make Remittance to Treasurer, Portland, Oregon 97207)

Reference to your letter of November 13, 1968, subsurface investigation proposed Astoria realignment Chage RR Sta. 759+00 to Sta. 787+00 5.5 miles south of Scapoose, Oregon. FEBRUARY 1969 Shannon and Wilson, Incorporated Our Voucher 2224	$6,341.37

Distribution

For further information address
Manager Disbursement Accounting,
Portland, Oregon 97207

Orig to
Mason
4-23-69

RECEIVED
APR 17 1969

1859

E-171(12)
7467

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 16, 1969

NOTED
R. L. PORTER

Senator W. H. Holmstrom
State Senator
State Capitol
Salem, Oregon

Dear Senator Holmstrom:

Yesterday, I reported verbally to you concerning your earlier request on what effect the reconstruction of the Burlington-Columbia County Line Section would have on the Idle-a-While Tavern. You subsequently asked that I give you a written memorandum on this matter.

I checked this with our Right of Way Division and find that the tavern is located on the river side of the existing highway approximately 1/2 mile toward Portland from the county line. C. M. and Julia Buzard are apparently contract purchasers of the property. The tavern is an old wood framed building on a wood frame foundation and the building also contains living quarters. It is located on a relatively small parcel of land having a frontage of 130 feet and a depth of 80 feet. According to our location survey, the new right of way would involve taking approximately one-half of the property leaving an insufficient amount on which to relocate the tavern, even if it were possible to move the building.

Our people here in Salem have no knowledge of how the Oregon Liquor Control Commission obtained information that the reconstruction of this section would "wipe out" the tavern or why the O.L.C.C. would use this as an excuse for not issuing or renewing a liquor license for the tavern, which I gathered is the basis of the complaint you received from Mr. and Mrs. Buzard.

Very truly yours,

Ralph Sipprell
R. B. Sipprell
Liaison Engineer

RBS:ob
b/cc - R. L. Porter
F. B. Klaboe
Victor Wolfe
Dave Moehring

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1968
FOR FILING

F-171(12)
7407

November 13, 1968

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Moy:

This is in reply to your October 3 letter to our Mr. T. W. Litchfield with which you transmitted a copy of your letter to Shannon & Wilson, Inc., dated October 3, 1968, and a copy of Shannon & Wilson's letter to you dated October 1, 1968. The information contained in Shannon & Wilson's letters dated April 29, 1968 and October 1, 1968, together with your letter of October 3, 1968, is acknowledged as constituting an agreement between Spokane, Portland and Seattle Railway Company and Shannon & Wilson, Inc. for subsurface investigation on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

On November 12, the Highway Commission approved paying to your company an amount not to exceed $8,800 to perform this work. Subject to proper auditing, you are hereby authorized to engage Shannon & Wilson, Inc. and proceed with the subsurface exploration work.

It is noted that Shannon & Wilson's method of fee determination does not comply with Federal Bureau of Public Roads Policy and Procedure Memorandum 40-6. The Highway Commission's approval should not be construed as setting a precedent for possible future negotiations where Federal-aid Highway funds are needed. In this particular instance, it is not planned to seek Federal-aid on this feature of the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
T. W. Litchfield
L. W. Rulien
R. T. Ewen
R. H. Rumbolz

Prefix: 26-1430-900
TWL:ss:fw/RLP:ms

FORM 2-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1968

SUBJECT: Consulting Engineering Service
for Subsurface Investigation
Railroad Relocation
Columbia Co. Line-Burlington Section
Columbia River Highway
Multnomah County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached you will find one copy each of the following letters:

H. F. Moy's letter to the undersigned dated October 3, 1968.
H. F. Moy's letter to Walter L. Wright of Shannon & Wilson, Inc., dated October 3, 1968
Walter L. Wright's letter to H. F. Moy dated October 1, 1968.
The Certification of Consultant signed by Mr. Walter L. Wright on October 1, 1968
Appendix "A" of the Civil Rights Assurances

This information, along with Mr. Wright's letter to Mr. Moy dated April 29, 1968, a copy of which was attached to your copy of my letter to Mr. Moy dated August 7, 1968, constitute the agreement between Shannon and Wilson, Inc. and the Spokane, Portland and Seattle Railway Company for consulting engineering service to make subsurface investigations on the railroad relocation we propose as part of the construction of the above-captioned project.

This agreement, while it does not strictly conform to the Bureau of Public Roads' PPM 40-6, [illegible] has been approved by our Accounting Division and this office, since we do not intend to collect Federal-aid for this engineering work. On any future projects for which we desire Federal-aid, we must conform to PPM 40-6 or receive special dispensation from the Bureau to deviate from the PPM.

This agreement indicates that the cost of the consulting engineering work will be paid on the basis of the time spent on the project by employees of the consulting engineering firm. This cost is not to exceed $8,800.

25 [illegible]

We recommend this expenditure be authorized and attach hereto a suggested draft of a letter to Mr. Moy authorizing him to proceed with this work.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss:fw
Enc.

RECEIVED
OCT 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

H. F. MOY,
SECRETARY
CHIEF ENGINEER

Routing
Pease E
Mcrelock
Trout
Scott
Wills
Litchfield
Olson

ECEIVED
1968
STRUCTION
DIVISION

October 3, 1968

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

Reference is made to your letter to me dated August 7, 1968 regarding consulting engineering service for sub-surface investigation in connection with railroad relocation, Columbia County Line-Burlington Section, Columbia River Highway, Multnomah County, Prefix 26-1430-900.

I am handing you herewith two copies of a letter dated October first from Shannon & Wilson which along with attachments covers items 2. through 8. listed in your above mentioned letter. As far as item 1. is concerned you already have copy of Shannon & Wilson's letter of April 29, 1968, which together with their letter of October first and my letter of authorization dated October 3, (copy attached hereto) constitutes our agreement with the consulting engineers.

Your immediate authorization of reimbursement to the railroad for this cost would be appreciated as the wet winter weather may be soon upon us which would make it impossible to move drilling equipment into this swamp land.

H F Moy
Chief Engineer

RAO:rs
Att.

FORM 1810

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

October 3, 1968

Shannon & Wilson, Inc.
1632 S.W. Morrison St.
Portland, Oregon 97205

Attention: Mr. Walter L. Wright

Gentlemen:

Reference is made to your proposal for subsurface investigation on proposed Astoria Line alignment change, Railway Engrs. Sta. 759+00 to Railway Sta. 787+00, 5.5 miles south of Scappoose, Oregon, as detailed in your letters to the Railway Company dated April 29, and October 1, 1968.

This letter will be your authority to proceed with this project on the basis stated in your letters of the above dates for a sum not to exceed $8,800.00. The final bill is to be submitted to this office for payment. As soon as we receive authorization from the Oregon State Highway Department to make this expenditure we will so advise you. You are not to begin work until that time. Asst. Engineer E. J. Schmidt will represent the Railway Company on this project.

Very truly yours,

(Signed) H. F. Moy

Chief Engineer

EJS:rs

8 OCT 68
APPROVED
VERN SKOOG

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

October 1, 1968

H. F. M.
[illegible] 2 1968

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon

Attention: Mr. M. F. Moy, Chief Engineer

Re: Subsurface Investigation
Proposed Astoria Line Alignment
change, Railroad Sta. 759+00
to Railroad Sta. 787+00
5.5 Miles South of Scapoose, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in our proposal dated 29 April 1968, it is the intent of the Consultant to employ the following personnel at the indicated hourly rate:

Title	Name	Hourly Rate
Principal	W. L. Wright	$9.259
Principal Engineer	L. R. Squier	7.692
	G. Yamane	7.212
Principal Geologist	R. J. Deacon	6.25
Senior Engineer	K. F. Fujitani	5.769
Engineers & Geologists	Pat B. Kelly	4.615
	J. L. Connolly	3.894*
	J. H. Hughes	4.471
	M. J. Novak	4.183
	T. L. Olmsted	4.808
	Mike Paulus	4.327
Sr. Lab Technician	A. A. Azzam	4.471
Technicians	Ray M. Gordon	3.029*
	Webster Josten	4.330
	F. E. Nygren	3.894*

Draftsmen	C. A. MacKenzie	2.163*
	F. D. Haas	2.75*
Clerical	Fae L. Willis	2.885*
	G. L. Gehrke	2.85*

*Note: These individuals are paid overtime at the rate of 1.5 times the base hourly rate.

Fees for the services of the aforementioned professional, technical and clerical personnel are based on the time expended on the project. The fee will be computed by multiplying by two and one-half (2.5) the payroll cost charged to the project. The payroll cost will consist of the employee's salaries charged to the project plus eight percent (8%) for unemployment compensation, social security taxes and Workmen's Compensation coverage.

Seamless-steel 3-inch diameter tubes used to obtain the relatively undisturbed samples for laboratory testing will be charged at the rate of $5.60 per tube, the actual number of tubes used will be dependent upon the type of material encountered and the total footage of drilling and sampling. Drilling mud required to stabilize the holes will be invoiced at cost, the cost is estimated at $6.00 per hole.

As indicated in our proposal it is our intent to subcontract the drilling and sampling to Soil Sampling Services, Inc., however, if at the time of authorization of the work their work load will not permit prompt performance we may use such other driller as is available with suitable equipment. The equipment which is used by Soil Sampling Services, Inc., is a Mobile B-61 hollow-stem auger which normally rents at the rate of $45.00 per hour with operating personnel, although it is our intention to obtain the services of the equipment and operating personnel on a footage basis in accordance with the rates shown in our proposal.

The refraction seismic work will be accomplished on a professional service basis as a sub-contract to Geo-Recon, Inc., of Seattle, Washington. The amount of work and the estimated cost are outlined in our proposal.

Based upon our proposal of 29 April 1968 and the Fees for Services schedule attached thereto, our fee would not exceed $8800.00

for the work outlined. This sum includes a $500.00 contingency for obtaining access to the site with the heavy drilling equipment now that the wet weather is upon us.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
WALTER L. WRIGHT

WLW:fw
Enc: 2 copies "Certification of Consultant"

State Contract No.______________
Federal-Aid Project______________
State of Oregon

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Vice President (title) and duly authorized representative of the firm of Shannon & Wilson, Inc., whose address is Portland, Oregon, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State highway department and the Bureau of Public Roads, U. S. Department of Commerce, in connection with this contract involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

October 1, 1968
Date

Signature

CERTIFICATION OF STATE HIGHWAY DEPARTMENT

I hereby certify that I am the____________________ (title) of the Highway Department of the State of Oregon, and that the above consulting firm or his representative has not been rquired, directly or indirectly as an express or implied condition in connection with obtaining or carrying out that contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

Date

Signature

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

(1) Compliance with Regulations: The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

(4) Information and Reports: The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance:

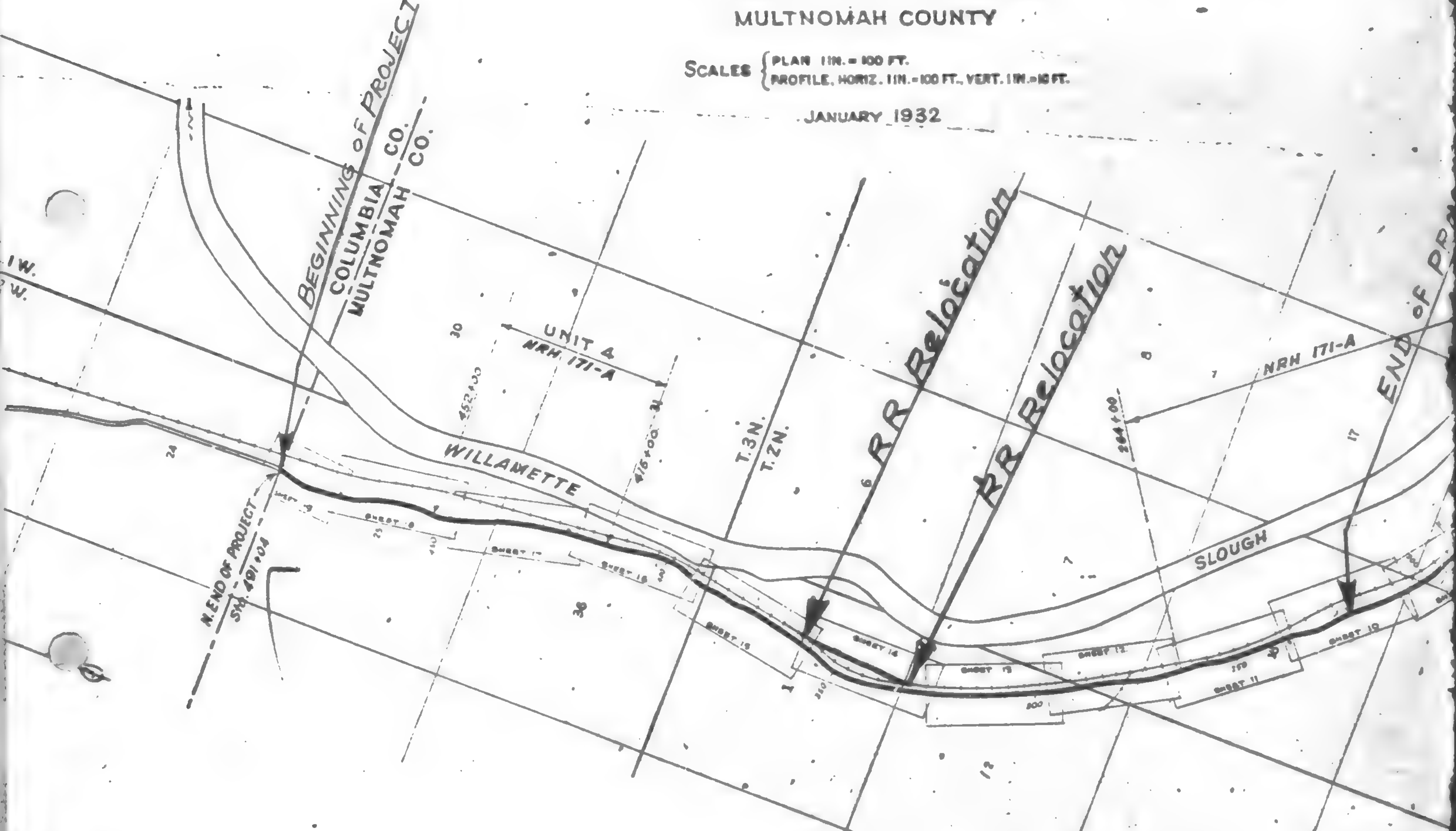
Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
FEDERAL AID PROJECT

Columbia
~~MULTNOMAH~~ COUNTY LINE - PORTLAND SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

SCALES { PLAN 1 IN. = 100 FT.
PROFILE, HORIZ. 1 IN. = 100 FT., VERT. 1 IN. = 10 FT.

JANUARY 1932



SKETCH MAP
Scale 1" = 2000'

IV-46

LE OF PROPOSED
HIGHWAY

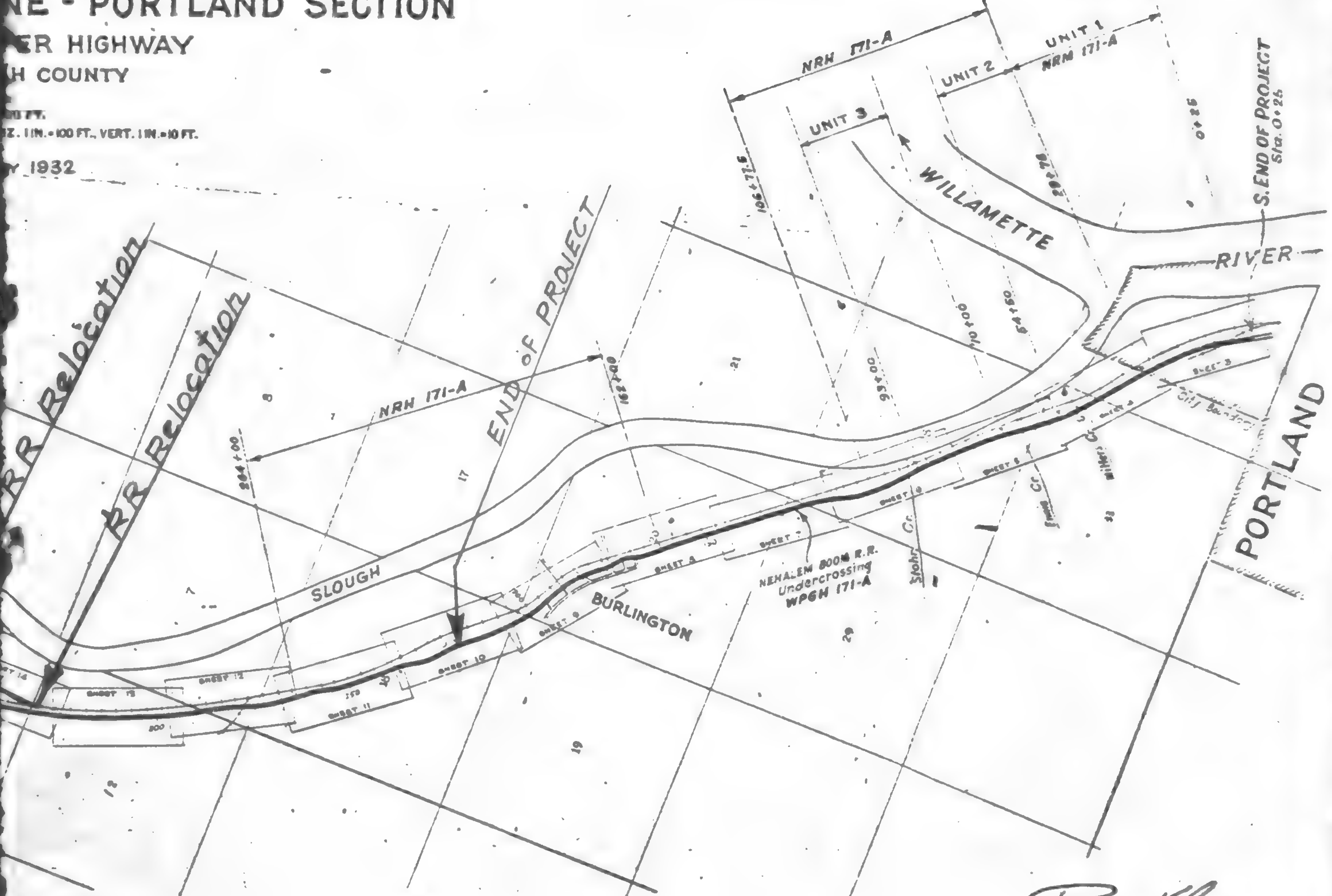
D PROJECT

NE - PORTLAND SECTION

ER HIGHWAY
H COUNTY

FT.
Z. 1 IN.=100 FT., VERT. 1 IN.=10 FT.

Y 1932



MAP
00'

Roy A. Klein
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL

STATE HIGHWAY COMMISSION
J.C. AINSWORTH, Chairman

CHIEF ENGINEER

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

(1) Compliance with Regulations: The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

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(4) Information and Reports: The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

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(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

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Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT

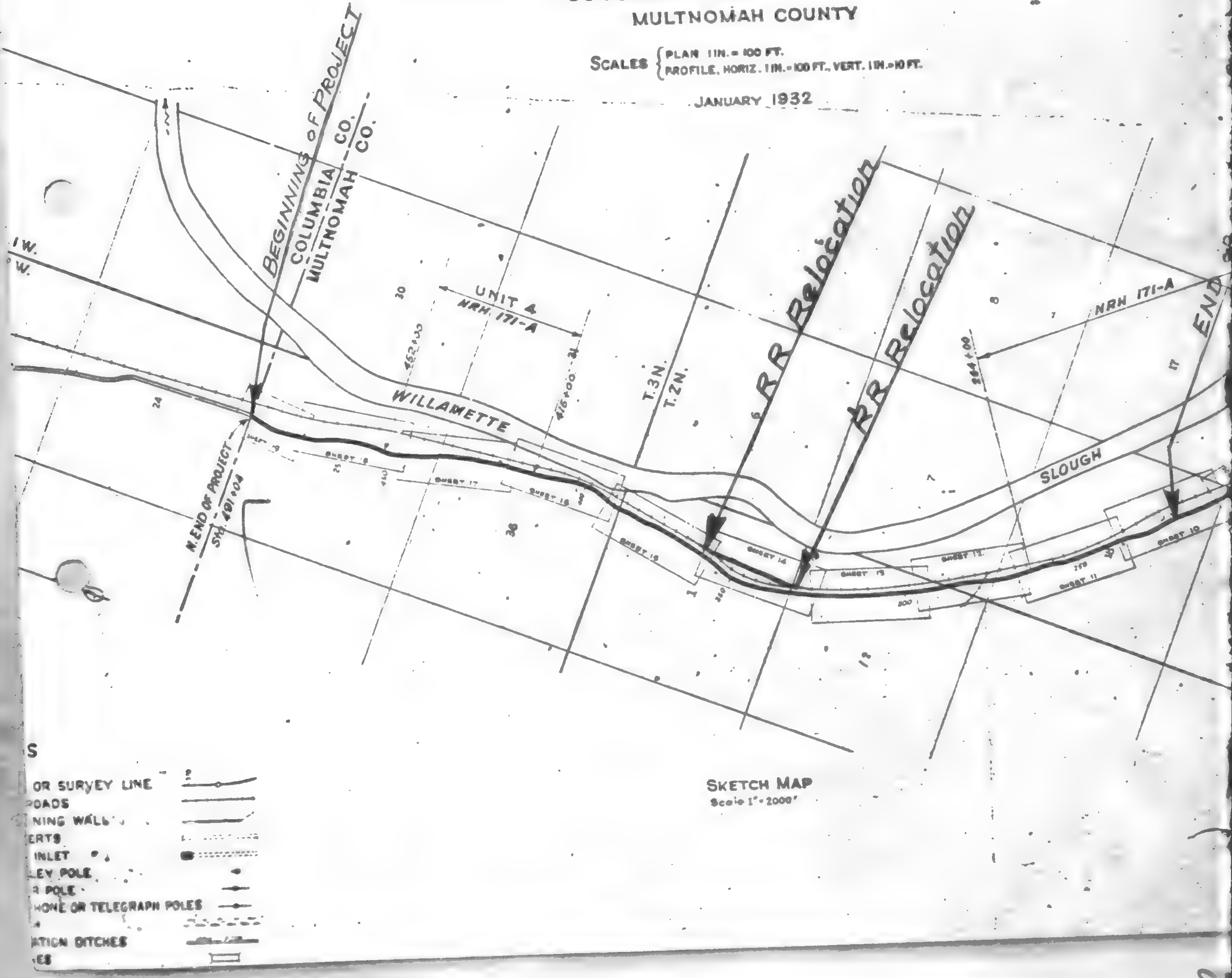
Columbia

~~MULTNOMAH~~ COUNTY LINE - PORTLAND SECTION

COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

SCALES { PLAN 1 IN. = 100 FT.
PROFILE, HORIZ. 1 IN. = 100 FT., VERT. 1 IN. = 10 FT.

JANUARY 1932



SKETCH MAP
Scale 1" = 2000'

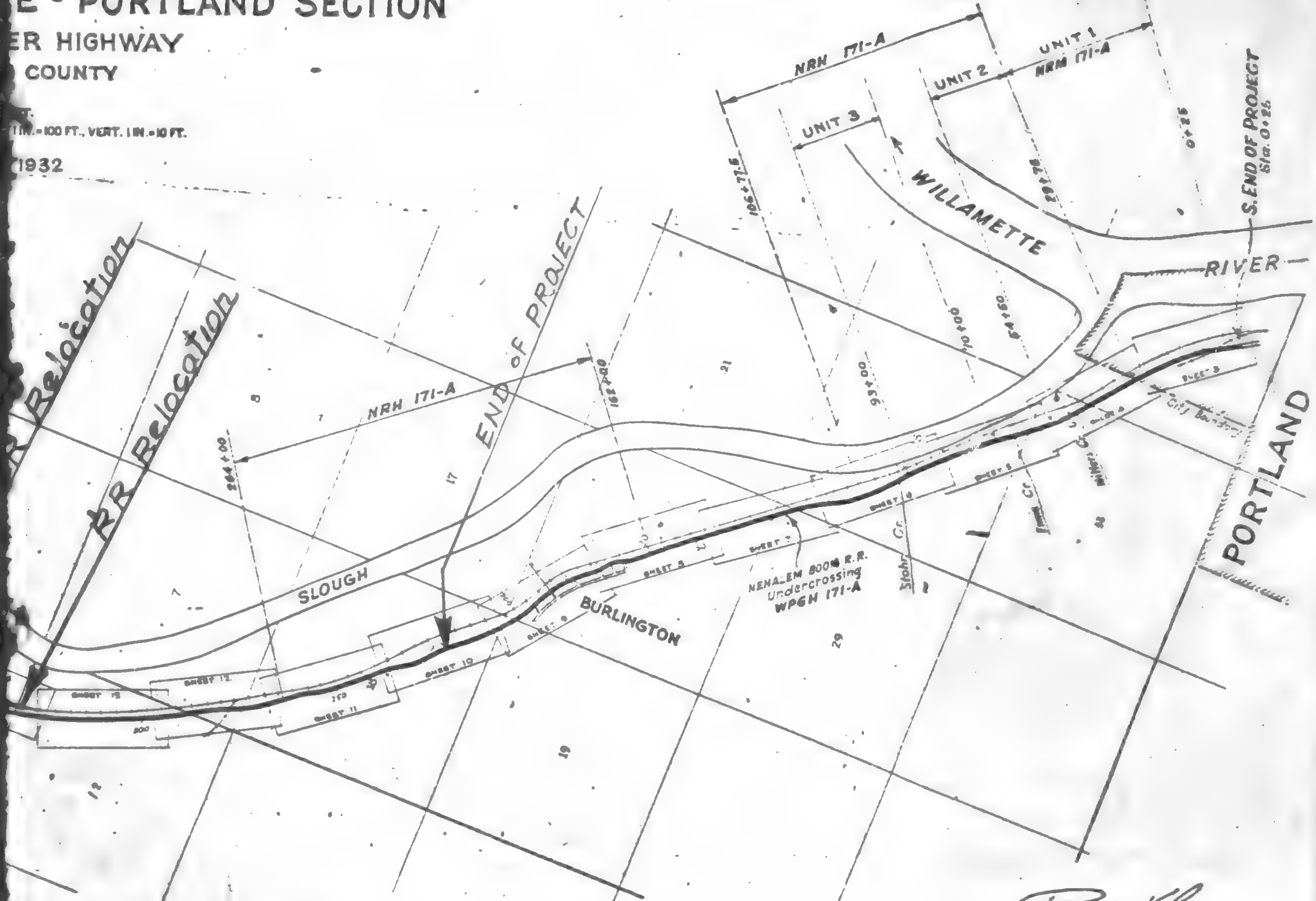
IV-46

LE OF PROPOSED
IGHWAY
PROJECT

E - PORTLAND SECTION
ER HIGHWAY
COUNTY

T.
1 IN.=100 FT., VERT. 1 IN.=10 FT.

1932



Roy A. Klein
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER - OFFICE OF PUBLIC ROADS AND

RECOMMENDED FOR APPROVAL

CHIEF ENGINEER -

STATE HIGHWAY COMMISSION
J.C. AINSWORTH , Chairman

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Page 1 of 5 Pages

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(FAR 1)

Section .COLUMBIA COUNTY LINE - BURLINGTON Highway LOWER COLUMBIA RIVER County MULTNOMAH Prefix 26-143

Res. Engr. R. T. Ewen Approx. Length 5± Miles. Sta. D 11+00± to Sta. 282+58.48± Date 11-12-68

Truck A.D.T. 742 Traffic Coefficient 10.0 18 kip s.a. per day 421.5.

Annual Precipitation 37± Frost Penetration - - - - - - - -.

NEW WORK

(1)
Typical Soil

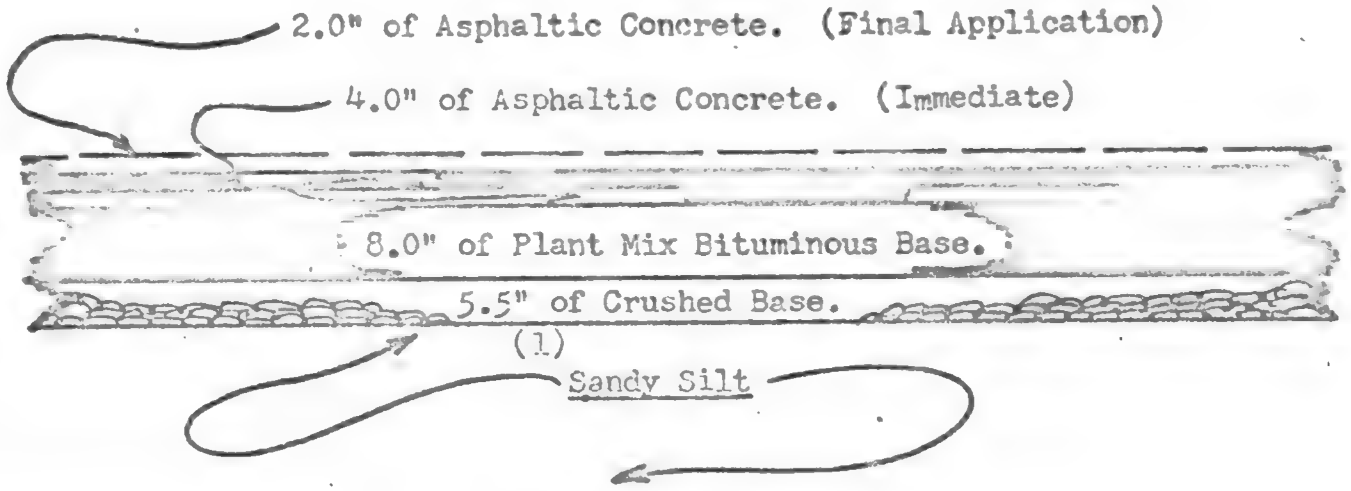
28	LL
	PI
100	%P 10
77	%P200
0	%Gravel
3	%C Sand
21	%F Sand
60	%Silt
16	%Clay
10	"R" Value
	([illegible])

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.


2.0" of Asphaltic Concrete. (Final Application)
4.0" of Asphaltic Concrete. (Immediate)
8.0" of Plant Mix Bituminous Base.
5.5" of Crushed Base.
(1)
Sandy Silt

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	AC (FA)
	8.0	4.0	AC (I)
	14.5	8.0	PMBB
	5.5	5.5	Cr. Base
32.0	32.0	19.5	

See Page 3 for remarks

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
~~District Engineer~~
Design Engineer
Division Geologist
~~Chief Locating~~ Specification Engineer
~~Rural Engineer~~
Final Design Engineer

Submitted by ______________ for Staff Assistant

Recommended by D. E. Wilson Engineer of Materials

Recommended by ______________ Asst Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN
(FAR 1)

Page 2 of 5 Pages

Section COLUMBIA COUNTY LINE - BURLINGTON Highway LOWER COLUMBIA RIVER County MULTOMAH Prefix 26-1430

Res. Engr. R. T. Ewen Approx. Length 5± Miles. Sta. D 11+00± to Sta. 282+58.48± Date 11-12-68

Truck A.D.T. 742 Traffic Coefficient 10.0 18 kip s.a. per day 421.5.

Annual Precipitation 37"± Frost Penetration - - - - - - - - .

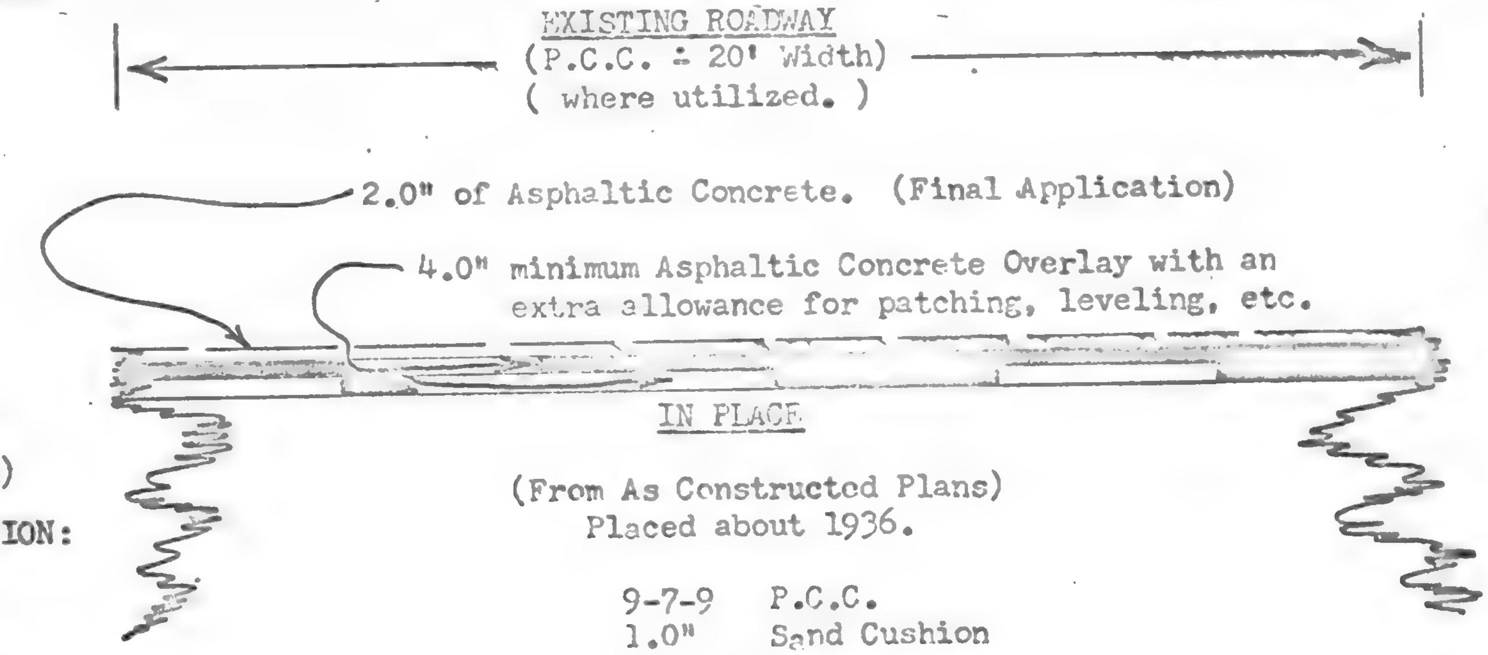
(1)
Typical Soil
S LL
E PI
E %P 10
%P200
%Gravel
P %C Sand
A %F Sand
G %Silt
E %Clay
"R" Value
1 (Corrected)

AASHO CLASSIFICATION:

See Page 1

MATERIAL SOURCES:

See Page 1



EXISTING ROADWAY
(P.C.C. ± 20' Width)
(where utilized.)

2.0" of Asphaltic Concrete. (Final Application)

4.0" minimum Asphaltic Concrete Overlay with an extra allowance for patching, leveling, etc.

IN PLACE

(From As Constructed Plans)
Placed about 1936.

9-7-9 P.C.C.
1.0" Sand Cushion
4.0" Base

CBE Total Req.	Credit	Actual Thick.	
SEE	SECTION		

COLUMBIA COUNTY LINE -
BURLINGTON
Lower Columbia River Highway
Multnomah County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	- -	11.5"	30.5"	21.5"
8.0 - 9.0	3.5"	4.0"	- -	13.0"	27.0"	20.0"
7.0 - 8.0	3.5"	3.0"	- -	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	- -	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	- -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

Remarks:
The Project Base Design has been revised in order to plan for stage construction.

TRAFFIC ANALYSIS

SECTION: COLUMBIA COUNTY LINE-BURLINGTON

HIGHWAY: Columbia River

COUNTY: Multnomah

6500 Present ADT (1968)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	180	1.9	342	261	450	117,450
3	93	1.9	177	135	1000	135,000
4	20	1.9	38	29	1250	36,250
5	215	1.9	409	312	3180	992,160
6	3	1.9	6	5	2570	12,850
				742	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,293,710

TWENTY YEAR EWL 25,874,200

TRAFFIC COEFFICIENT 10.0

SECTION: COLUMBIA COUNTY LINE-BURLINGTON

HIGHWAY: Columbia River

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. & P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the proposed project is for widening an existing two lane facility to four lanes. Portions of the present roadway will be incorporated into the new work. Two lane traffic will be maintained during construction. A.C. is more desirable for this type work.

RECEIVED
OCT 28 1968
FOR

F-171(12)
7407

October 25, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your consideration at the November 12 meeting a request by the Spokane, Portland & Seattle Railway Company to hire, at State expense, Shannon & Wilson, Inc. to conduct subsurface exploration studies through the area of the proposed railroad relocation required by the construction of the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County.

To achieve a desirable highway alignment through this area, it will be necessary to move the railroad toward the river and construct the Railroad's new roadbed across a marshy area. While the revised alignment would be advantageous to the Railroad, it is somewhat skeptical about placing a fill on this unstable foundation. We have conducted a subsurface exploration of our own in this area and provided the information to the Railroad, but it still wishes to hire its own consultant to check our work.

The Railroad-Consultant agreement consists of an exchange of letters between Mr. H. F. Moy, Chief Engineer of the SP&S Railway Company and Mr. Walter L. Wright of Shannon & Wilson, Inc. which provides that the Railroad is to reimburse Shannon & Wilson for the cost of its consulting engineering work determined by the time spent on the project by employees of the consulting engineering firm. This cost is not to exceed $8,800.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

TWL:ss lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan (Attention: T. W. Litchfield)
C. H. Maison
L. W. Rulien

RECEIVED
SEP 25 1968
FOR FILING

E-171 (12)
7407

September 9, 1968

Agenda 36-1
Aug 20 1968

Multnomah County Board of Commissioners
Courthouse
Portland, Oregon 97204

Attention: Al Green, Director
Department of Judicial Administration

Gentlemen:

The State Highway Commission at its meeting on August 20, 1968, adopted a survey concerning improvement on the Columbia County Line-Burlington Section of the Columbia River Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 350," adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Attachment

RECEIVED
AUG 12 1968

F-171(12)
7407

August 9, 1968

Oregon State Highway Commission

Gentlemen:

A survey on the Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County has been completed. This project will convert the existing two-lane facility to four lanes along the present route. A public hearing will not be necessary for this project. The length of the proposed construction section is 3.04 miles and a map is attached for your information.

This project is listed on our proposed Program XI which was tentatively approved October 31, 1967. The estimated cost of construction for this project is $4,050,000 and the estimated right-of-way cost is $555,000, for a total estimated cost of $4,605,000.

We request your approval of the survey and authority to purchase the necessary right-of-way with construction to take place when funds are available. This matter will be on the agenda for your consideration at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure
BG:jp lms
bc:
- Floyd Query
- R. L. Porter
- F. B. Klaboe
- Victor D. Wolfe
- C. H. Maison
- F. D. Morgan
- D. H. Moehring
- L. W. Rulien

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
AUG 20 1968
FOR FILING

E-171 (12)
7467

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 7, 1968

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Consulting Engineering Service
for Sub-surface Investigation
Railroad Relocation
Columbia County Line -Burlington
Section
Columbia River Highway
Multnomah County
Prefix 26-1430-900

Gentlemen:

With your letter of May 22, 1968, you sent to us copies of a letter from Walter L. Wright of Shannon & Wilson, Inc., explaining the extent, estimated cost and general procedure he proposed to use in conducting the sub-surface exploration you desire before agreeing to the relocation of your tracks as proposed in our survey of the above-captioned project.

We have reviewed Mr. Wright's proposal and agree that his approach to the problem is sound and adequate in its scope. However before we can agree to reimburse the railroad for this cost, we must have the following information:

1. A copy of the Railroad's agreement with Shannon & Wilson, Inc.
2. A detailed estimate of the consultant's cost showing the number and classification of employees, their wage rates and payroll additives.
3. The size and type of equipment to be used and the rental rate of each.
4. A list of materials to be used and the cost of each.
5. The maximum fee which is not to be exceeded unless specific approval is received from the State.
6. Two signed copies of the "Certification of Consultant", four copies of which are attached.

7. The Consulting Engineer's agreement must contain the following sentences:

> "The Consulting Engineer will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The Consulting Engineer will take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to their race, creed, color, or national origin."

8. Appendix "A" to the Civil Rights Assurances must be attached to the agreement. (Four copies are attached).

We suggest that you follow the outline of agreement contained in Attachment No. 1 of PPM 40-6 transmitted with our letter of March 29, 1968. Upon receipt of this information in a satisfactory form, we will authorize you to proceed with the work.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosures

cc: F. B. Klaboe ✓ (w/copy of SP&S RR Letter)
C. H. Maison "
L. W. Rulien "
Robert Ewen "
R. H. Rumbolz "

RECEIVED
AUG 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1812

SPOKANE PORTLAND SEATTLE

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

May 22, 1968 Routing 6

Morgan
Dacker
Bond
Barbee
Walker
Clem
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
[illegible]
CONSTRUCTION
DIVISION

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

I make reference to your letter of April 5, 1968, wherein you furnished this office with three prints of detailed map showing the proposed railroad relocation on your Columbia County Line-Burlington Section of the Lower Columbia River Highway.

Shannon & Wilson, in their letter to me of April 29, 1968, submitted a proposal for handling the subsurface investigation work for proposed Astoria Line alignment change, Railway Engrs. Sta. 759+00 to 787+00. I am handing you two copies of their proposal for handling this work. If it meets with approval of the Oregon State Highway Department, please advise and I will make arrangements to proceed with the work and favor you with a soils report upon completion of same.

Very truly yours

H. F. Moy
Chief Engineer

HFM-o

Revised 5/20/68

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON NC.
SOIL MECHANICS AND FOUNDATION ENGIN
SEATTLE - PORTLAND - BURLINGAME
163 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

April 29, 1968

H. F. M
MAY 22 1968

Spokane, Portland and Seattle Railway Company
1101 N.W. Hoyt Street
Portland, Oregon

Attention: H. F. Moy, Chief Engineer

Re: Subsurface Investigation
Proposed Astoria Line alignment
change, Railroad Sta. 759+00
to Railroad Sta. 787+00
5.5 miles south of Scappoose, Oregon

Gentlemen:

In accordance with your request of April 15, 1968, we are pleased to submit herewith our proposal for engineering services in connection with the proposed relocation of the SP&S Astoria Line, approximately 5.5 miles south of Scappoose, Oregon.

The purpose of the proposed subsurface investigation and engineering analyses is the determination of the settlement and stability of the required fill which is to be constructed by others for the railroad. In determining the scope of the investigation we have assumed that approximately 3,000 feet of railroad is to be relocated across the soft alluvial soils adjacent to Multnomah Channel to the east of the proposed relocation. Based upon the information provided us, we have assumed that the required fill will be approximately 20 feet in height and will have a crest width of 24 feet with side slopes of 1.7 horizontal on 1 vertical.

Based on the foregoing information and assumptions we have determined the vertical stress increase upon the existing subsurface soils at various depths below the existing surface due to the weight of the proposed fill. The computations indicate that the depth of influence of the proposed fill is of the order of 130 feet. Drill logs provided by the State of Oregon Highway Department indicate that at least 30 feet of soft to firm silt and loose silty, very fine sands with organic debris is present in the subsurface soils along the route of the proposed line change. The maximum depth penetrated by the State explorations was 38 feet at which depth there is an indication of more competent materials being present in the form of fine sands.

Considering that the depth of influence of the proposed fill is in excess of 100 feet, the boring logs are inconclusive as to the nature of the subsurface materials below a depth of 38 feet because stratigraphic units other than the soft alluvial materials associated with the Columbia River flood plains were not penetrated. It is, therefore, proposed that additional explorations be undertaken to adequately define and describe the subsurface materials to the depth of influence of the fill, or to a stratigraphic unit below which soft compressible materials are known not to exist, such as the Columbia River Basalt formation, as indicated by the general geological knowledge of the area. In addition, sufficient knowledge concerning the consolidation and strength properties of the soft alluvial soils should be determined so as to eliminate in so far as practical failure of the subsurface soils due to the too rapid placement of the fill as well as to reasonably predict the amount of settlement and the time for the settlement to take place. Knowledge of the strength and consolidation properties will also be required to design the side slopes of the fill to insure stability of not only the fill itself but of the foundation soils supporting the fill. The determination of the settlement and stability of the fill should be accomplished by analytical methods using strength and consolidation data developed by laboratory tests on representative relatively undisturbed samples obtained from two to three borings.

The general nature of the underlying soil profile in depth, including the depth of the soft alluvial material across the entire section of the proposed line change of approximately 3,000 feet, could be probably best determined by the use of a refraction seismic survey.

Based upon the foregoing recommended program of subsurface exploration and engineering analysis, the following scope of work is proposed:

1. Three borings, one at Sta. 763+00, one at Sta. 769+00 and one at Sta. 774+00, each to a maximum depth of 130 feet or basalt rock, or other such known firm stratigraphic unit. Representative samples would be obtained at intervals of approximately 5 feet from each of the borings. The samples would consist of relatively undisturbed 3" steel-tube samples or Standard Penetration drive samples. The drilling work would be sub-contracted to a reputable boring contractor who would then operate under the general direction of our inspector. It is assumed that you or others will secure the necessary site access for the drilling equipment without additional costs to either outselves or the driller.

2. Tests will be conducted in our laboratory to determine the necessary strength and consolidation properties of the subsurface soils.

3. The refraction seismic survey would be accomplished by GEO RECON, INC. of Seattle, Washington, which survey will be approximately 3,000 feet in length and provide a profile with an interval of computed points of 50 to 75 feet. The estimated cost range for this work is $2,000.00 to $3,000.00 maximum with a most probable cost of the order of $2,600.00.

4. Engineering studies would be accomplished to determine the anticipated effect of the fill on the underlying in-place soils in terms of settlement and stability.

5. A written report would be prepared and submitted to you which would summarize our findings and any pertinent recommendations which we may have.

Our fee will be based upon the attached schedule and we estimate that the total cost of the field inspection, refraction seismic survey, laboratory testing and engineering studies would not exceed $6,500.00. The charges for the subcontracted drilling work would be forwarded to you for payment after checking for accuracy. At the present time, it is anticipated that the drilling would be sub-contracted to Soil Sampling Services, Inc. at the following rates:

a.) Mobilization and demobilization $30.00

b.) Drilling and sampling per foot:
  $4.50 per foot for less than 100 blows/ft. mat'l
  $5.50 per foot for more than 100 blows/ft. mat'l

c.) Crawler tractor or other equipment necessary to move the drilling equipment over soft ground: At cost

d.) Shelby tubes and misc.:
  3" Shelby tubes $5.60
  Drilling mud @ cost: est. $6.00/per hole

It is estimated that the drilling costs would be approximately $1,600.00 assuming a total combined footage which is not in excess of 300 feet. Additional equipment that may be required to move the drilling equipment over soft ground will be invoiced at the cost to the driller.

We trust that this proposal will meet with your favorable consideration and if additional information or renegotiation of the scope of work is required, we will be pleased to confer with you at your convenience.

Very truly yours,
SHANNON & WILSON, INC.
By
WALTER L. WRIGHT

WLW/cam
encl. Schedule F-2B

FEES FOR SERVICES

SHANNON & WILSON, INC.

Soil Mechanics and Foundation Engineers

January 1968

ENGINEERING SERVICES BY STAFF AND PRINCIPALS

Fees for services are based on the time expended on the project by professional, technical and clerical personnel. The fee will be computed by multiplying by two and one-half (2.5) the payroll cost charged to the project. The payroll cost will consist of the employees' salaries charged to the project plus eight percent for unemployment compensation, social security taxes and Workmen's Compensation coverage.

REIMBURSABLE EXPENSES

The following items of expense will be billed at our direct cost or as indicated:

1) Transportation and subsistence expenses of staff and principals incurred for out of town travel.
2) Shipping charges for samples, field test equipment, etc.
3) Long distance telephone calls, telegrams and cables.
4) Automobile expense for transportation to and from jobs located outside the corporate limits of Seattle, Portland and Burlingame:
   a) For use of personal or Company vehicles at $0.12 per mile.
   b) For use of rental cars or trucks at our cost.
5) Materials for piezometers, observation wells, settlement plates, or other items expended in the course of the investigation.
6) Reproduction of drawings and report.

POST-REPORT CONFERENCE

The lump sum quoted in our proposal will be added to our fee to cover the cost of a conference following the submittal of our report to discuss the application of our recommendations to the project, and to review the foundation plans and specifications. If more than one conference or additional services are required, these will be in addition to the fee quoted in our proposal.

BORING AND OTHER EXPLORATIONS

We are equipped to make shallow borings and take soil samples with light portable power-driven equipment. This work will be billed to you at a rental rate of $4 per hour for the equipment, plus the cost of labor which will be included under engineering services, and other reimbursable expenses. Where deeper borings and other explorations which we cannot perform are required, we will engage for your account a reputable contractor or contractors experienced in this work. The contractors' invoices will be promptly verified by us and forwarded to you for payment direct to the contractor(s) within the dating terms of the invoices.

RIGHT - OF - ENTRY

Unless otherwise agreed, you will furnish right-of-entry on the land for us to make the planned borings and other explorations. We will take resonable precautions to minimize damage to the land from use of equipment, but have not included in our fee the cost for restoration of damage which may result from our operations. If you desire us to restore the land to its former condition we will accomplish this and add the cost to our fee.

SAMPLES

All samples of soil and rock will be destroyed 30 days after submission of our report unless you advise us otherwise. Upon request, we will deliver samples to you, charges collect, or we will store them for you for an agreed storage charge.

SERVICES BY OTHERS

On occasion specialized services by consultants or other technical companies may be needed. Two of the principals of Shannon & Wilson, Inc. have an interest in the following technical companies:

The Slope Indicator Company
Geo-Recon, Inc.

When considered necessary, these firms or other consultants may be utilized with your approval, and the cost of such services will be included in our invoice without markup.

INVOICES

Invoices will be submitted once a month for services performed during the prior month. Payment will be due within 30 days of receipt of invoice. Interest will be added to accounts in arrears at the rate of 3/4 percent for each month of delinquency.

LIABILITY

We are protected by Workmen's Compensation Insurance (and/or employer's liability insurance), and by Public Liability Insurance for bodily injury and property damage with a combined limit of $1,000,000.00 and will furnish certificates therefor on request. Within the limits of said insurance, we agree to save you harmless from and against loss, damage, injury or liability arising directly from the negligent acts or omissions of ourselves, our employees, agents, subcontractors and their employees and agents. If your contract or purchase order places greater responsibilities upon us or requires further insurance coverage, we, if specifically directed by you, will take out additional insurance (if procurable) to protect us, at your expense; but we shall not be responsible for property damage from any cause, including fire and explosion, beyond the amounts and coverage of our insurance.

WARRANTY

Our professional services will be performed, our findings will be obtained, and our recommendations prepared in accordance with generally accepted engineering practices. This warranty is in lieu of all other warranties expressed or implied.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ___ Pages

(FAR 1)

Section COLUMBIA COUNTY LINE-BURLINGTON Highway Lower Columbia River County Multnomah Prefix 26-1430

Res. Engr. R. T. Ewen Approx. Length 5+ Miles. Sta. D 11+00+ to Sta. 282+58.48+ Date 6-27-68

Truck A.D.T. 742 Traffic Coefficient 10.0 18 kip s.a. per day 421.5 (Automobiles not considered.)

Annual Precipitation 37+ Frost Penetration - - - - - - - - -.

(1)
Typical Soil

28	LL
	PI
100	%P 10
77	%P 200
0	%Gravel
3	%C Sand
21	%F Sand
60	%Silt
16	%Clay
10	"R" Value
	([illegible])M

6-27-68

AASHO CLASSIFICATION:

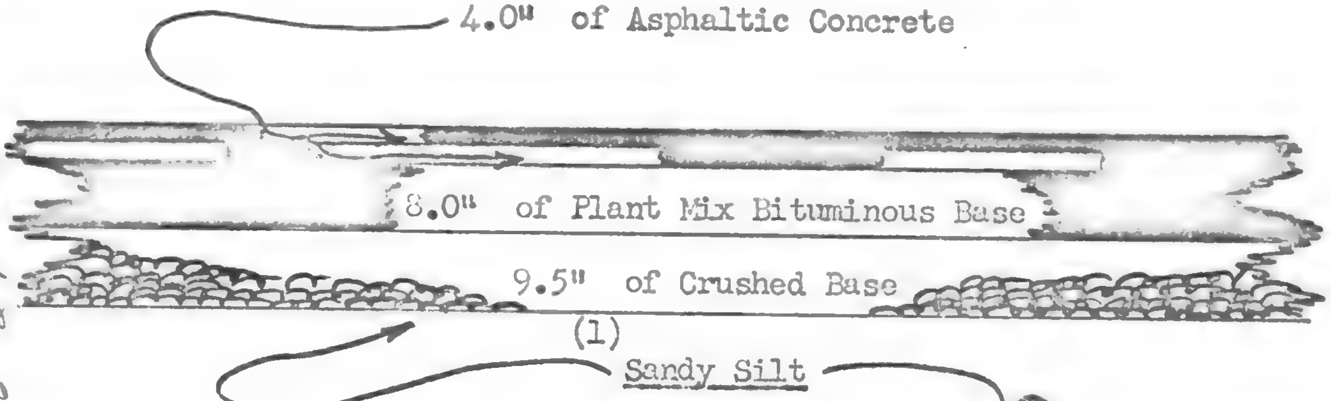
A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

5-171(1) 7467

NEW WORK



CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	14.5	8.0	P.M.B.B.
	9.5	9.5	Cr. Base
32.0	32.0	21.5	

RECEIVED
JUL 5 - 1968

RECEIVED
JUL 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~[illegible]~~
Rural Engineer

Submitted by ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by H. L. Kaiser asst Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN
(FAR 1)

Page 2 of ___ Pages

Section COLUMBIA COUNTY LINE-BURLINGTON Highway Lower Columbia River County Multnomah Prefix 26-1430

Res. Engr. R. T. Ewen Approx. Length 5+ Miles. Sta. D 11+00+ to Sta. 282+58.48+ Date 6-27-68

Truck A.D.T. 742 Traffic Coefficient 10.0 18 kip s.a. per day 421.5 (Automobiles not considered.)

Annual Precipitation 37"+ Frost Penetration - - - - - - - - -.

CBE Total Req.	Credit	Actual Thick.
See	Section	

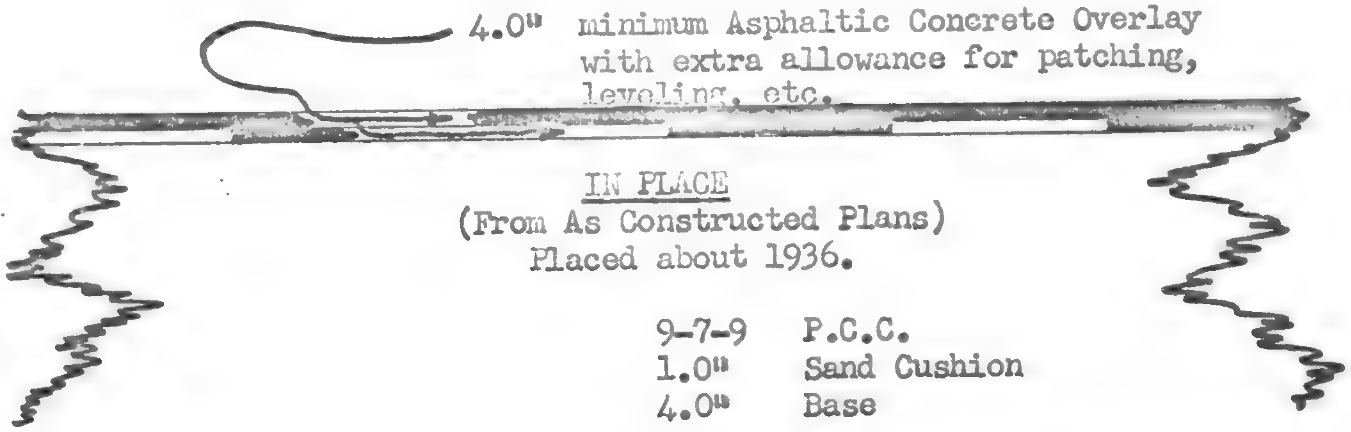
(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY -
(P.C.C. 20'Width)
where utilized

4.0" minimum Asphaltic Concrete Overlay with extra allowance for patching, leveling, etc.



IN PLACE
(From As Constructed Plans)
Placed about 1936.

9-7-9 P.C.C.
1.0" Sand Cushion
4.0" Base

COLUMBIA COUNTY LINE-BURLINGTON
Lower Columbia River Highway
Multnomah County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9 - 10	4.0"	6.0"	- - -	11.5"	30.5"	21.5"
8 - 9	3.5"	6.0"	- - -	9.0"	27.0"	18.5"
7 - 8	3.5"	4.0"	- - -	10.0"	24.0"	17.5"
6 - 7	3.0"	4.0"	- - -	8.0"	21.0"	15.0"
4.8 - 6	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Cement Treated Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

TRAFFIC ANALYSIS

SECTION: COLUMBIA COUNTY LINE-BURLINGTON

HIGHWAY: Columbia River

COUNTY: Multnomah

6500 Present ADT (1968)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	180	1.9	342	261	450	117,450
3	93	1.9	177	135	1000	135,000
4	20	1.9	38	29	1250	36,250
5	215	1.9	409	312	3160	992,160
6	3	1.9	6	5	2570	12,850
				742	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,293,710

TWENTY YEAR EWL 25,874,200

TRAFFIC COEFFICIENT 10.0

SECTION: COLUMBIA COUNTY LINE-BURLINGTON

HIGHWAY: Columbia River

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. & P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the proposed project is for widening an existing two lane facility to four lanes. Portions of the present roadway will be incorporated into the new work. Two lane traffic will be maintained during construction. A.C. is more desirable for this type work.

RECEIVED
APR 2 -

FORM [illegible] 10M [illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

E-171(12)
7407

March 29, 1968

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Foundation Exploration
Columbia County Line-Burlington Section
Columbia River Highway
Multnomah County
Prefix 26-1430-900

Gentlemen:

In your letter of October 16, 1967, you indicated that you did not consider the material furnished to you with our letter dated September 26, 1967, concerning the foundation exploration beneath the proposed railroad relocation, to be satisfactory and you wished authority to hire the consulting engineering firm of Shannon & Wilson to make tests and recommendations to your office.

If you will advise us of the estimated cost of such an investigation, we will take appropriate steps to get this work programmed with the Bureau of Public Roads and the necessary authorization for you to proceed.

Your attention is directed particularly to paragraph 9 a (3) of PPM 30-3 with regard to this type of work. We request that you, insofar as practicable, adopt and follow the procedures set out in PPM 40-6 and its supplements. You will find attached a copy of this memorandum for your information.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe
C. H. Maison
L. W. Rulien
Robert Ewen
R. H. Rumbolz

Enclosure

RECEIVED
APR 1 - 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

F-171 (12)
7407

[illegible]

March 27, 1968

Mr. Ted Ottis
Wildwood Golf Club
Route 1, Box 243
Portland, Oregon 97203

Dear Mr. Ottis:

Columbia County Line-Burlington Section
Lower Columbia River Highway
Multnomah County

Referring to your letter of March 14, 1968, which was referred to this office with a copy of Mr. Rulien's reply, we are unable to provide a definite answer to your request for purchase from you of the rights of way required for the subject project.

We have in this vicinity two alternates, one of which proposes a change in the railroad alignment. Agreement with the railroad company has not been consummated. Pending determination of the line location, authority for rights of way negotiation has not been sought from the Highway Commission.

It is suggested that you again inquire in about 90 days. Perhaps the picture may be clearer with respect to an alignment decision and the shortage of funds indicated by Mr. Rulien by that time.

Very truly yours,

F. D. Morgan
Construction Engineer

By J E Morelock
J. E. Morelock
Chief Locating Engineer

NOTED
F B KLABOE

JEM:nn

bc: F. B. Klaboe
L. W. Rulien

RECEIVED
MAR 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]123X 90 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~

P.O. Box 02157
Portland 97202
March 25, 1968

Routing
Morgan
Decker
Bond
[illegible]
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 2 8 1968
CONSTRUCTION
DIVISION

Mr. Ted Ottis
Wildwood Golf Club
Rt. 1, Box 243
Portland, Oregon 97203

Dear Mr. Ottis:

The design of the proposed project for reconstructing the Columbia River Highway in the vicinity of your golf club has not been completely finalized; however, we have, at the local level, finished our work and submitted the project to our Salem office. Curtailment of funds have, of course, put a tremendous burden on the Highway Department and monies for advance procurements of right of way are very difficult to come by.

I am, however, by a copy of this letter transmitting your request to our Salem office for their study and further reply. Thank you for affording us the opportunity of reviewing a necessary right of way purchase in this area.

Very truly yours,

L. W. Rulien
Division Engineer

LWR:fb
cc F. B. Klaboe
F. D. Morgan -- Please review and reply.

RECEIVED
MAR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

L. W. Rulien
Division Engineer
Oregon State Highway Dept.
P.O. Box 02157
Portland, Oregon 97202

march 14, 1968

Dear Mr. Rulien;

Upon the suggestion of Mr. R.T. Ewen, Resident Locating Engineer, I am submitting this request for an early aquisition by the State Highway Dept. of the land and building required to i prove Hiway 30 within the boundaries of Wildwood Golf Club.

As you may know we are faced with a rather extensive remodeling program as an alternative to this request. Our facility here is quite inadaquate presently to accommodate the present volume of business, and will require an immediate expansion to meet the needs of the forthcomming season.

Our suggestion is this; we are reluctant to invest the amount of money necessary on the present structure (approx. $30,000.00) for the short time the facility will be used. Secondly, the savings to the State Hiway Dept. will be enough to offset the undesirability of using funds so badly needed elsewhere. Wiht the purchase by the department now, it will enable us to build a new building in our alternate location.

We realize the problems you are faced with in dealing with this request, however we feel that an opportunity to make this determination should be afforded the dept.

Our tenure here has been breif and our obligations necessitate the expanded facility for survival. Our purpose in submitting this request is primarily, to afford each of us an opportunity for discussion of our mutual problems concerning this situation.

Very truly yours,

Ted Ottis
Wildwood Golf Club
Rt. 1 Box 243
Portland, Oregon 97203

☐ ☐ ☐ ☑
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MAR 1 8 1968
☐ ☐ ☐
TE UE DES

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 2 - 1967

F-171(12)
7407

November 1, 1967

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

RE: Relocation of Railroad
Columbia Co. Line-Burlington Section
Columbia River Highway
Multnomah County

Gentlemen:

This is in reply to your letter of October 16, 1967, wherein you request the authority to hire the consulting soils engineering firm of Shannon and Wilson to make additional tests and recommendations with regard to the foundation conditions to be encountered throughout the proposed relocation of the railroad on this section.

This is to advise that our plans are still being studied by the Salem office and no definite decision has yet been made to relocate the railroad. Therefore, we will not at this time authorize you to hire a consulting engineer to make such an investigation.

NOTED
F. B. KLABOE

You will be advised as our planning develops, and if it is decided to relocate the railroad as shown on drawings previously handed to you, we will then give consideration to your request to hire the consulting engineer to verify the recommendations made by our Soils Department.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
1967

TWL:fw
bc: F. B. Klaboe - w/SP&S lr.
C. H. Maison "
L. W. Rulien "
Robert Ewen "
R.H. Rumbolz "

Form 1012

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND, OREGON 97207

Routing
Morgen
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease C
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT [illegible] 1967
CONSTRUCTION
DIVISION

October 16, 1967

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Litchfield:

I refer you to your letter of September 26, 1967, about embankment foundation for railroad relocation, Columbia County Line-Burlington Section of the Columbia River Highway in Multnomah County, and particularly to the reports of your drill logs for the six holes placed throughout the area of the proposed railway relocation.

It appears to me that the soil tests furnished are inadequate, and the schedule for consolidating this fill does not particularly clarify the final outcome of the placement of this embankment section on which you propose to place the railway. If you wish to progress this particular relocation, the Oregon State Highway Department will have to give me authority to hire the consulting soils engineering firm of Shannon & Wilson to make the necessary tests and come up with a definite recommendation to this office on the possibility of locating in the proposed location.

May I have your authority to proceed to hire this engineering firm to make further soils studies on this project.

Very truly yours

H F Moy
Chief Engineer

HFM-c

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
[illegible]

RECEIVED
OCT 1 - 1967

F-171(12)
7407

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 26, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

Re: Embankment Foundation for
Railroad Relocation
Columbia County Line-Burlington Sec.
Columbia River Highway
Multnomah County
Prefix 26-1430-900

ATTENTION: Mr. H. F. Moy

Gentlemen:

We are now in the process of preparing preliminary location plans for the above-captioned section. The proposed highway alignment may be substantially improved in the vicinity of the Wildwood Golf Course if we can remove the reverse curve in that area. In order to do this it will be necessary to relocate the railroad tracks a maximum of 240 feet westerly of their present location. This will also result in an improved alignment for the railroad since the railroad and highway parallel each other through this area. Our Resident Engineer, Mr. R. T. Ewen, has been in contact with you, and I have discussed this with you briefly on several occasions. You indicated that you may be receptive to our suggestion but desired a foundation study made before making any decision.

During this past summer we have completed a soil investigation of this area, and we estimate that three feet of differential settlement will occur in the loose, silty, sandy foundation soils. About one half of the total settlement will be completed two months after the fill is brought to grade. We intend to place four settlement plates on the foundation beneath the railroad relocation and maintain complete engineering records on fill loading and plate displacement. We will strive for early completion of the railroad fill to the full 20 foot height to allow final analysis of settlement data. Material will be made available to provide a six foot surcharge on the railroad grade. The surcharge depth recommended will be subject to the analysis of the settlement records by our soils department. The estimated duration of the surcharge is about two months. Upon completion of the final increment of settlement, the excess surcharge materials will be removed and placed in the adjacent highway embankment.

For your information you will find attached two copies of our drill logs for the six holes placed through this area. You will also find attached two copies of a sketch map indicating the location of these holes. Mr. Ewen has supplied you with copies of our detail map through this area.

Please study this information and advise if you approve of our proposed plan. If this is satisfactory, please provide us with your desired horizontal curve and gradient limits so that we may proceed with our design.

You may proceed with the necessary preliminary engineering for this project as of this date. Please charge any necessary preliminary engineering costs to prefix 26-1430. Reimbursement for preliminary engineering work performed subsequent to this date will be paid subject to the provisions of PPM 30-3 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in your bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enc.

cc: F. B. Klaboe
C. H. Maison
L. W. Rulien
Robert Ewen
R. H. Rumbolz

RECEIVED
SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION

SHEET NO. 1 OF 1 HOLE NO. P-13

PROJECT Columbia Co. Line - Burlington HIGHWAY Lower Columbia River

COUNTY Multnomah ENGINEER R. Ewen (Loc.) PREFIX 26-1430-910

EQUIPMENT USED Hand Probe COLLAR ELEV. 23' ATTITUDE Vertical

DEPTH 12' LOCATION "L" 166+20 165' Left

STARTED 5-8-67 COMPLETED 5-8-67 DRILLERS Poss Lewis

PURPOSE OF THE WORK Foundation Investigation

SAMPLER & HAMMER

O.D. 1" Cone I.D.

WT. 20 lbs FALL 18"

DEPTH	ROCK: WEATHERING	ROCK: HARDNESS	ROCK: JOINTING & FRACTURE	SOIL & ROCK: MOISTURE %	COLOR	TEXTURE	SAMPLING METHOD	BLOWS / FEET	SAMPLED / RECOVERED	PERCENT RECOVERED	CASING FT.	WATER LEVEL	HOLE LOG	REMARKS	ELEVATION
0				Saturated	Grey	Fine	1" Probe Point with 20 lb. hammer	Pushed by Hand			Standing Surface water			0-12' Clayey Silts to Sandy Silts Saturated	
1'															
4'								12 / 1'							
5								6 / 1'							
6								6 / 1'							
7'								12 / 1'							
8'								25 / 1'							
9'								25 / 1'							
10'								30 / 1'							
11'								35 / 1'							
12'								45 / 1'							

LOGGED BY Warren Poss DATE 5-8-67

CONSTRUCTION DIVISION

SHEET NO. 1 OF [illegible]
HOLE NO. HA & P-13
PROJECT Columbia [illegible] Line - Burlington
HIGHWAY Lower Columbia River
COUNTY Multnomah
ENGINEER R. [illegible] (Geo)
PREFIX 26-1930-91[illegible]
EQUIPMENT USED Hand Tools
COLLAR ELEV. 17'
ATTITUDE Vertical
DEPTH 12'
LOCATION "L" 157+50 270' Left
STARTED 5-8-67
COMPLETED 5-8-67
DRILLERS [illegible] & [illegible]
PURPOSE OF THE WORK Foundation Investigation

DEPTH	WEATHERING	HARDNESS	JOINTING & FRACTURE	MOISTURE %	COLOR	TEXTURE	SAMPLING METHOD	BLOWS / FEET	SAMPLED / RECOVERED	PERCENT RECOVERED	CASING FT.	WATER LEVEL	HOLE LOG	REMARKS
0					Brown		Hand Auger	Pushed Probe by Hand to 9.5'						0-4.5' Clayey Silts to Silts moderate dry strength saturated at surface
1'				60								1.5'		
2'					Mottled Brown & Grey	Fine								
3'				49										
4'														4.5' Torvane = .23, .25, .27
5'					Grey	Fine Sand to Fine								4.5'-12'+ Sandy Silts with Sand & Clay Lenses low dry strength
6'				53			1" Probe Point							6' Torvane = .22, .20, .18 some organic material present at 6'
7'														
8'														
9'								20 / 0.5'						
10'								16 / 1.0'						
11'								55 / 1.0'						
12'														

SAMPLER & HAMMER
O.D. 1" Probe [illegible]
I.D.
WT. 20 #
FALL 18"

ELEVATION

LOGGED BY Warren [illegible]
DATE 5-8-67

CONSTRUCTION DIVISION

SHEET NO. 1 OF 1
HOLE NO. P- 14
PROJECT Columbia Co. Line - Burlington
HIGHWAY Lower Columbia River
COUNTY Multnomah
ENGINEER R. Evans (Loc.)
PREFIX 26-1430-910
EQUIPMENT USED Hand Probe
COLLAR ELEV. 13'
ATTITUDE Vertical
DEPTH 14'
LOCATION "L" 149+00 230' left
STARTED 5-8-67
COMPLETED 5-8-67
DRILLERS Pace & Lewis
PURPOSE OF THE WORK Foundation Investigation

DEPTH	ROCK: WEATHERING	ROCK: HARDNESS	ROCK: JOINTING OR FRACTURE	SOIL & ROCK: MOISTURE %	COLOR	TEXTURE	SAMPLING METHOD	BLOWS / FEET	SAMPLED / RECOVERED	PERCENT RECOVERED	CASING FT.	WATER LEVEL	HOLE LOG
0'–13'					Grey	Fine	1" Probe Point with 20 pound hammer 18" fall	Pushed Probe by Hand to 13'				Standing Surface water	
13'–14'								45/1.0'					

SAMPLER & HAMMER

O.D. ______ I.D. ______
1" Conc Probe Point
WT. 20 lbs FALL 18"

ELEVATION

REMARKS

0- 14.0' Clayey Silts to Sandy Silts with sand & clay lenses

LOGGED BY Warren Pace
DATE 5-8-67

CONSTRUCTION DIVISION

SHEET NO. 1 OF 2 HOLE NO. PC-21

PROJECT Columbia County Line - Rocky Point HIGHWAY Lower Columbia River

COUNTY Multnomah ENGINEER P. [illegible] PREFIX 26-1420-[illegible]

EQUIPMENT USED Rotary Drill Rig COLLAR ELEV. 13' ATTITUDE Vertical

DEPTH 38' LOCATION L 75 [illegible] 310' Left

STARTED 5-23-67 COMPLETED 5-23-67 DRILLERS Hoteling & Pasco

PURPOSE OF THE WORK Foundation Investigation

SAMPLER & HAMMER

O.D. 2" I.D. 1 3/8"

WT. 140 lbs FALL 30"

DEPTH	ROCK: WEATHERING	ROCK: HARDNESS	ROCK: JOINTING & FRACTURE	MOISTURE %	COLOR	TEXTURE	SAMPLING METHOD	BLOWS / FEET	SAMPLED / RECOVERED	PERCENT RECOVERED	CASING FT.	WATER LEVEL	HOLE LOG	REMARKS	ELEVATION
0											37' Casing Depth	Water at Surface	CL - ML	0-4.5' Clayey Silts to Silty Clays	
2'–4'				47 38	Brown	Fine	Drive	1 0.5 2 1'		100				Moderate dry strength at 4' Torvane @ 4.0' = .33, .35 Torvane @ 4.5' = .2	
6'–8'				91	Grey - Brown	Fine Sand to Fine	Drive	1 1' 1 1'		100			ML	4.5'-18.0' Clayey Silts with Fine Sand & Silt Lenses Torvane @ 8' = .16, .18, .2 8.0'-8.5' lense of Peat	
10'				50			Drive	1 / 2'		100				Torvane @ 11' = .2, .2, .16	
12'–14'				34 110			Drive	1 1' 1 1'		100				Torvane @ 13.5' = .07 in sand lense Torvane @ 14' = .2, .2, .19 in silt lense, organic material present	
16'				29			Drive	1 0.5 4 1'		100				Torvane @ 17' = .42, .36, .4	
20'				37	Grey - Brown		Drive	3 0.5 11 1'		100			ML - SM	18.0'-38.0' Silty Sand - Sandy Silts occ. silt Lenses Torvane @ 21' = .25, .33 Torvane @ 21.5' = .53, .49, .56 mostly low dry strength	
24'–26'				41			Drive	1 1' 1 1'		100				Torvane @ 25' = .14, .16, .14	
28'															

LOGGED BY Warner - Pasco DATE 5-25-67

CONSTRUCTION DIVISION

SHEET NO. 2 OF
HOLE NO. [illegible]
PROJECT Columbia County ... Rehab...
HIGHWAY Lower Columbia River
COUNTY
ENGINEER
PREFIX
EQUIPMENT USED
COLLAR ELEV.
ATTITUDE
DEPTH
LOCATION "L" 153+00 310' Left
STARTED
COMPLETED
DRILLERS
PURPOSE OF THE WORK

SAMPLER & HAMMER
O.D. 2"
I.D. 1 3/8"
WT. 140 lbs.
FALL 30"

	ROCK			SOIL & ROCK										SAMPLER & HAMMER	
DEPTH	WEATHERING	HARDNESS	JOINTING OR FRACTURE	MOISTURE %	COLOR	TEXTURE	SAMPLING METHOD	BLOWS / FEET	SAMPLED / RECOVERED	PERCENT RECOVERED	CASING FT.	WATER LEVEL	HOLE LOG	REMARKS	ELEVATION
28'				39	Grey - Brown	Fine to Fine Sand	Drive	1/0.5 6/1'	1.5/1.0	67	Casing Depth 37'		ML - SM	Torvane @ 29' = .2, .23, .2	
30															
32				35			Drive	1/0.5 13/1'	1.5/0.9	60				Low Dry Strength	
34															
36				27			Drive	3/0.5 11/1'	1.5/0.9	60				moderate dry strength @ 38'	
38															

LOGGED BY Warren Brown
DATE 5-25-67

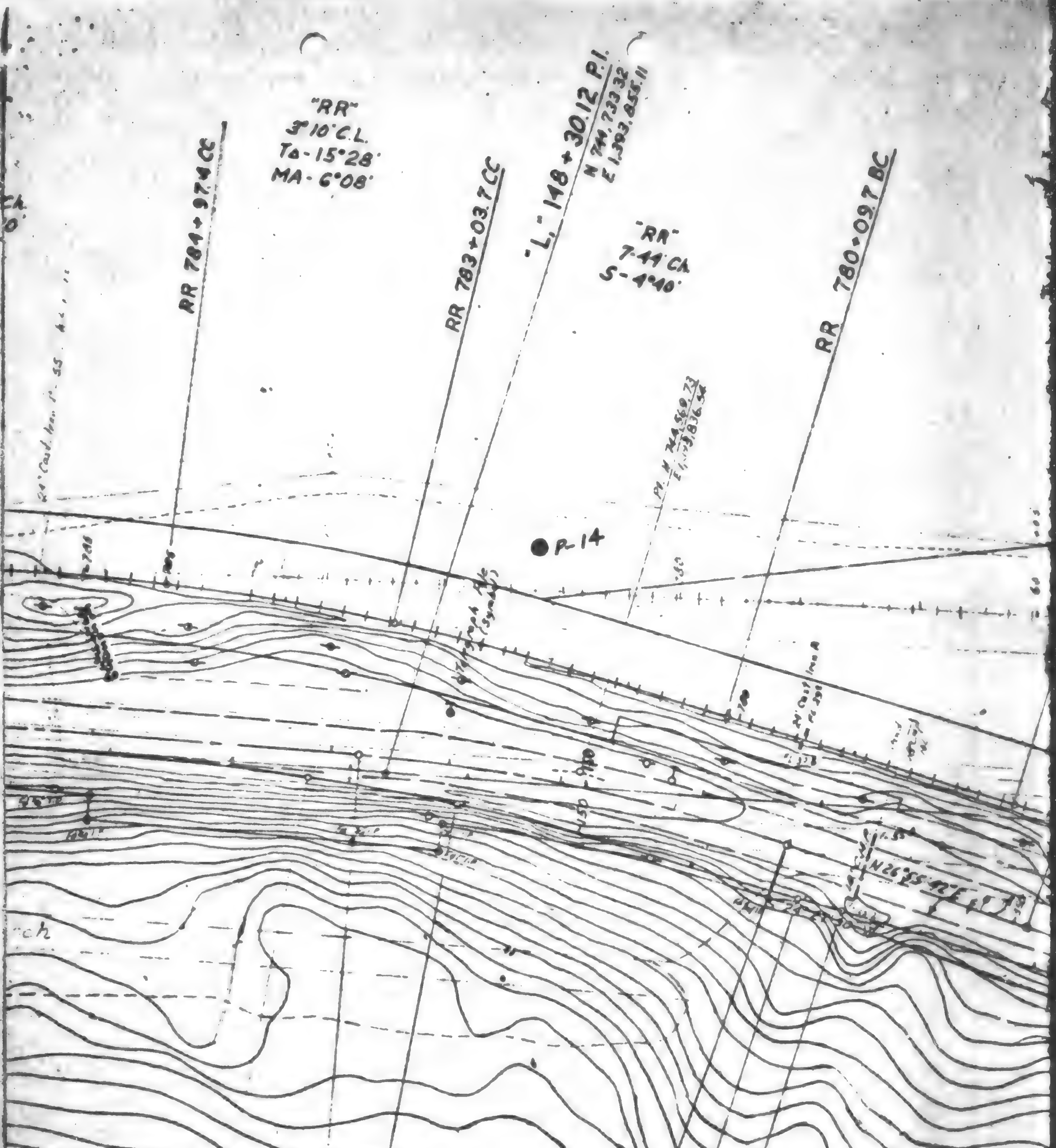
CONSTRUCTION DIVISION

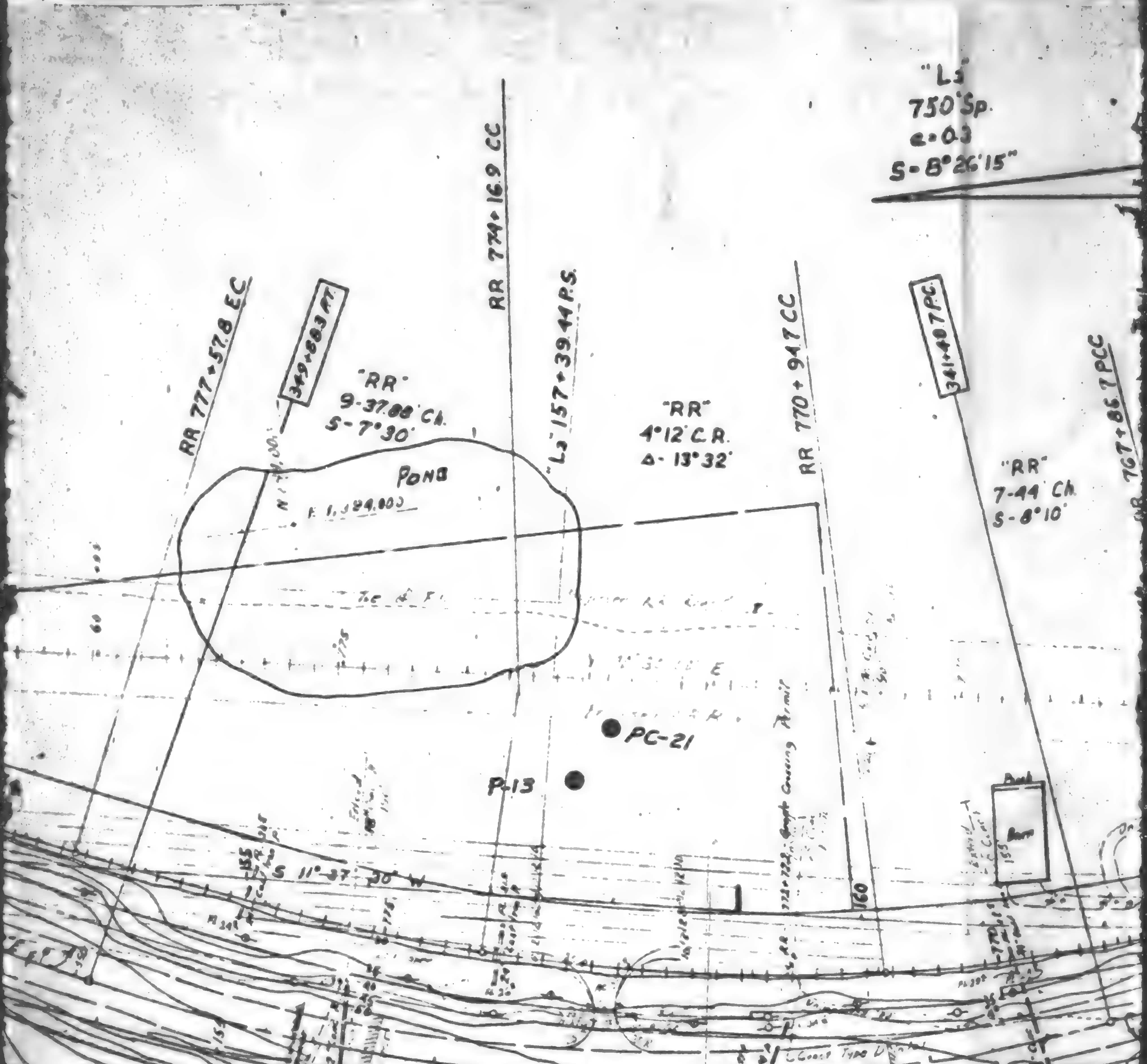
SHEET NO. 1 OF [illegible] HOLE NO. [illegible]
PROJECT [illegible] HIGHWAY Lower Columbia River
COUNTY [illegible] ENGINEER [illegible] PREFIX 26-1482-712
EQUIPMENT USED [illegible] COLLAR ELEV. [illegible] ATTITUDE [illegible]
DEPTH [illegible] LOCATION [illegible]
STARTED [illegible] COMPLETED [illegible] DRILLERS [illegible]
PURPOSE OF THE WORK — [illegible]

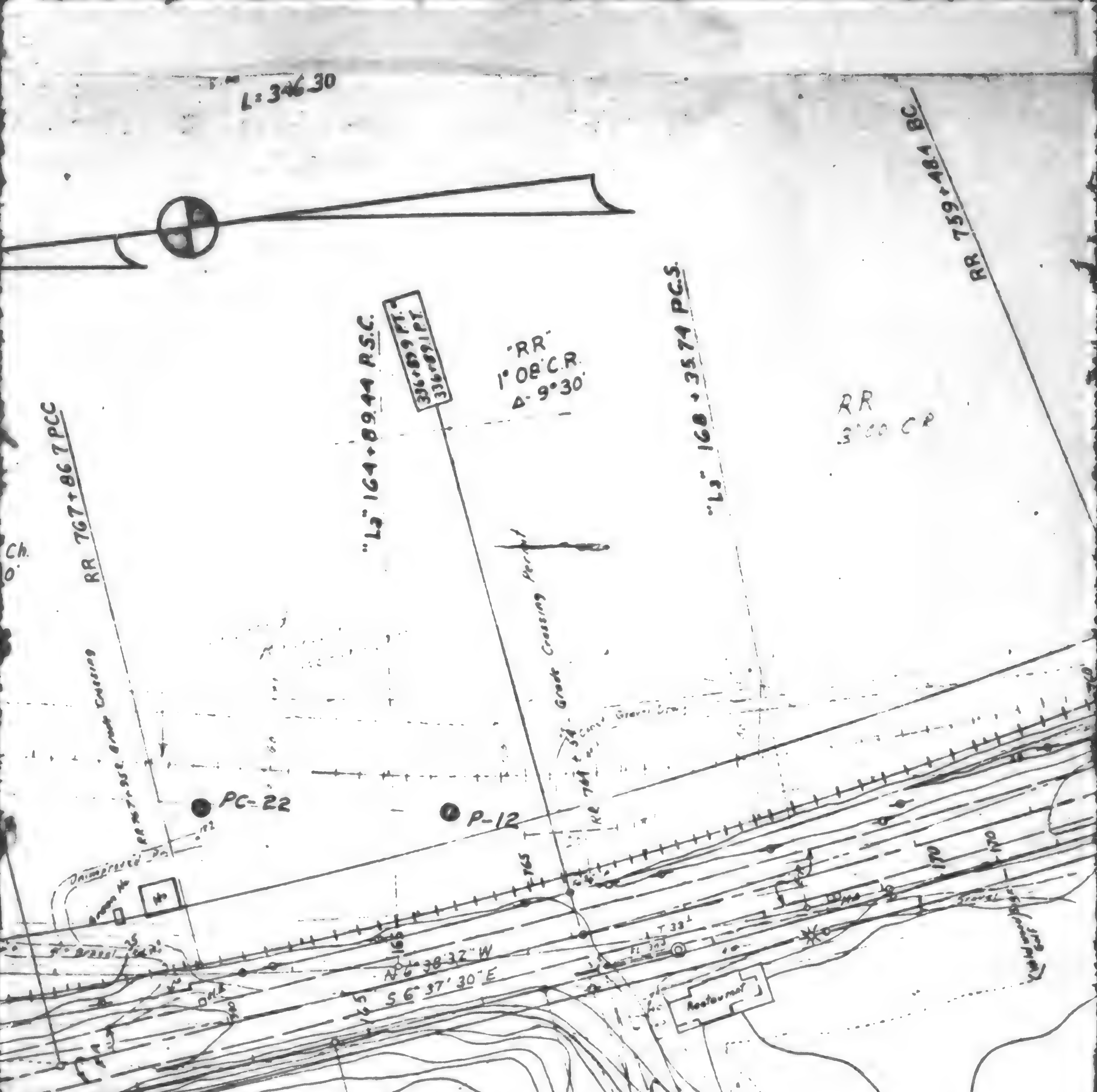
SAMPLER & HAMMER
O.D. 2" I.D. 1 3/8"
WT. 140 lbs. FALL 30"

DEPTH	ROCK WEATHERING	HARDNESS	JOINTING & FRACTURE	SOIL & ROCK MOISTURE %	COLOR	TEXTURE	SAMPLING METHOD	BLOWS / FEET	SAMPLED / RECOVERED	PERCENT RECOVERED	CASING FT.	WATER LEVEL	HOLE LOG	REMARKS	ELEVATION
0															
					Brown	Fine	Roller Bit						CL - ML	0-3' Clayey Silt to Silty Clay	
				34	Grey - Brown	Fine - Medium Sand	Drive	1/0.5 2/1.0		100				3'-31' Silty Sands - Med Sand	
														Torvane @ 4' = .14, .16, .15	
5															
				24 38			Drive	1/0.5 3/1.0'		100				Torvane @ 7.5' = .38, .42	
														Torvane @ 8' = .14	
10				36			Drive	3/0.5 7/1.0		100					
														Torvane @ 11' = .10,	
				31			Drive	2/0.5 10/1.0		100			ML - SM	Torvane @ 14' = .05	
15															
				32			Drive	1/0.5 7/1.0		100				16.5 97% retained on #200 sieve	
20				28			Drive	2/0.5 7/1.0		100				low dry strength	
							Wash								
				32			Drive	2/0.5 9/1.0		100				Torvane @ 24' = .20	
25							Roller								
							Drive	5/0.5 16/1.0	1.5/0.1	6%			°o°o°	Thin Gravel lense at 27'	
30							Roller Bit							Fine Sand	
35															

LOGGED BY Warren Parso DATE 5-25-67


"RR"
3°10' C.L.
TΔ-15°28'
MA-6°08'
RR 784+97.4 CC
RR 783+03.7 CC
"L" 148+30.12 P.I.
N 744,733.32
E 1,393,855.11
"RR"
7°44' Ch
S-4°40'
RR 780+09.7 BC
PI N 744,569.73
E 1,393,836.54
P-14
N 26°55'42" E
ch


"Ls"
750' Sp.
e=0.3
S=8°26'15"
RR 777+57.8 EC
349+88.3 PT
"RR"
9-37.88' Ch.
S-7°30'
RR 774+16.9 CC
"Ls" 157+39.44 P.S.
"RR"
4°12' C.R.
Δ-13°32'
RR 770+94.7 CC
341+40.7 PC
RR 767+86.7 PCC
"RR"
7-44' Ch.
S-8°10'
POND
PC-21
P-13
S 11°37'30" W
160
Barn
60
65
70
75
80
85
90



L=346.30
RR 759+48.4 BC
"RR"
1° 08' C.R.
Δ-9°30'
336+89.9 P.T.
336+89.1 P.T.
"L3" 164+89.44 P.S.C.
"L3" 168+35.74 P.C.S.
RR
3°00' C.R.
Ch.
0°
RR 767+86.7 PCC
Grade Crossing
Grade Crossing
PC-22
P-12
Unimproved Dr.
N 6° 38' 32" W
S 6° 37' 30" E
Restaurant
Gravel
George L. & M
L: 166+52.26 P.C.
69.80 P.T.
16

TEST BORING LOCATION MAP
PROPOSED RAILROAD RELOCATION
COLUMBIA COUNTY LINE – BURLINGTON
LOWER COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

SOILS & GEOLOGY SECTION AUGUST 1967
DAN GANO DIVISION GEOLOGIST

SCALE 1" = 100'

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
AUG 29 1966

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

F-171(12)
9467

Routing
Morgan
Dow
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 25 1966
CONSTRUCTION DIVISION

August 24, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 28, 1966, which contained the prospectuses for:

St. Helens-Multnomah County Line Section, Lower Columbia River Highway, Columbia County

Columbia County Line-Burlington Section, Lower Columbia River Highway, Multnomah County

Fish passage must be provided at crossings of all streams between St. Helens and the County line. We have no recommendations on the latter project.

We appreciate the opportunity to offer our comments on these projects.

Very truly yours,

NOTED
F. B. KLABOE

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

8-25-66 Copies to:
F. B. Klaboe
L. H. Young
E. C. Roake
Frank Hall (2)
J. E. Morelock
L. W. Rulien (4)
fp

RECEIVED
AUG 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1966

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

F 171 (12)
7407

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 22, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
AUG 23 1966
CONSTRUCTION DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed prospectuses for location surveys on proposed highway projects transmitted to us by your letters dated July 28, 1966 and August 9, 1966, respectively, have been reviewed.

> St. Helens-Multnomah County Line Section, Lower Columbia River Highway, Columbia County.
>
> Columbia County Line-Burlington Section, Lower Columbia River Highway, Multnomah County.
>
> Cedar Oak Drive-West Linn Section, Oswego Highway, Clackamas County.

Fish passage must be provided on all creek crossings on the Lower Columbia Highway between the County line and St. Helens.

No passage required on the Oswego Highway.

We appreciate the opportunity to comment on these projects.

Sincerely,

Burt Carnegie

BURTON E. CARNEGIE
HYDRAULIC ENGINEER

cc: Oregon State Game Commission

23-66 Copies to:
F.B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
E. Morelock
L. W. Rulien (6)
fp

RECEIVED
AUG 12 1966
FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-171(12)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7407

DATE: August 8, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-27(_)
Location Prospectus, Columbia County Line - Burlington Section
Columbia River Highway

We have reviewed subject prospectus and are in general agreement with the features presented.

REFERRED TO
Young - Morgan
By Asst. State Hwy. Engr
8-10-66

NOTED
R. N. CHASE
Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7-28-66

RECEIVED
AUG 3 - 1966
FOR FILING

F-171(12)
7407

NOTED
R. L. PORTER

Prefix No. 26-1430

LOCATION PROSPECTUS
COLUMBIA COUNTY LINE-BURLINGTON SECTION
LOWER COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

HIGHWAY:	Lower Columbia River Highway. State Primary No. 2W, Federal-aid Primary No. 1.
TERMINI:	Beginning at M.P. 18.39, said point being the Multnomah County-Columbia County line; thence southerly to M.P. 13.32, said point being just northerly of the Cornelius Pass Road.
LENGTH:	The total length of this section will be approximately 5.1 miles.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving for the construction of a four-lane facility to replace the existing two-lane roadway. No reconnaissance has been made. No more than routine soil work is anticipated. No special drainage problems are anticipated. No economic analysis has been made nor is the need for one anticipated.
CHARACTERISTICS:	Existing ADT 5,800; projected ADT 12,000.
STANDARDS:	Class "A(4)", maximum 5 degree curvature and maximum 5 per cent grade. Deviations from AASHO and State standards are not anticipated.
TYPICAL SECTION:	The main line typical section will consist of four 12-foot travel ways with 10-foot outside shoulders and separated by a variable median from a minimum width of 4 feet to a maximum of 16 feet or an open median resulting from free location.
STRUCTURES:	There is one stream crossing, Jones Creek, and one cattle pass.
ACCESS:	There will be limited controlled access throughout this project.
BASE DESIGN:	The tentative base design for construction is: 4 " A.C 3 " Plant-mix Bituminous Base 15-1/2" Crushed Base
MATERIAL:	Investigations for suitable material will be made during time of survey and their locations will be referenced to the line.

NOTED
FORREST COOPER

UTILITIES: Routine utility adjustments will be necessary.

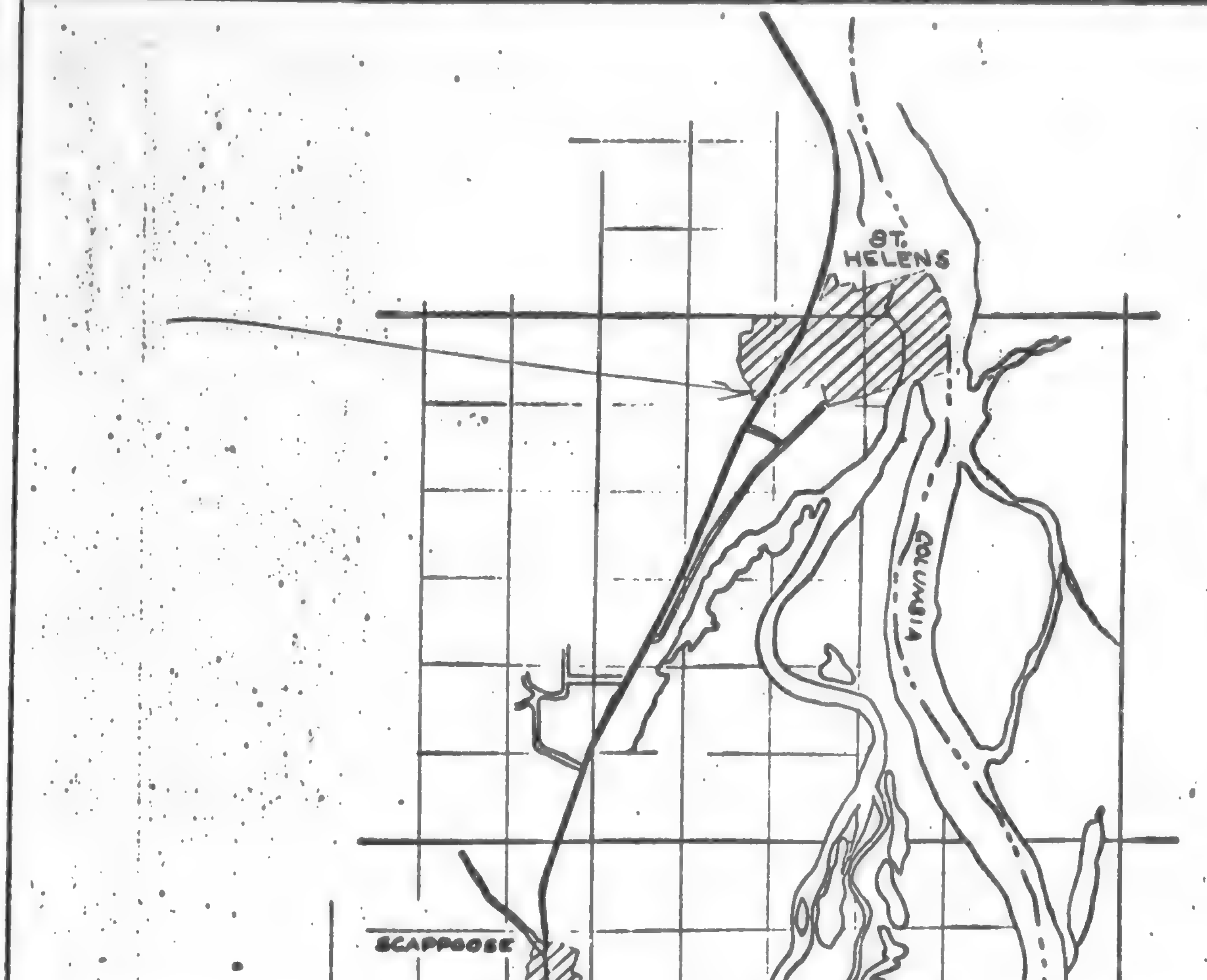
AGREEMENTS: Agreements with the SP&S and with Multnomah County will be necessary. An opportunity for a hearing will be held.

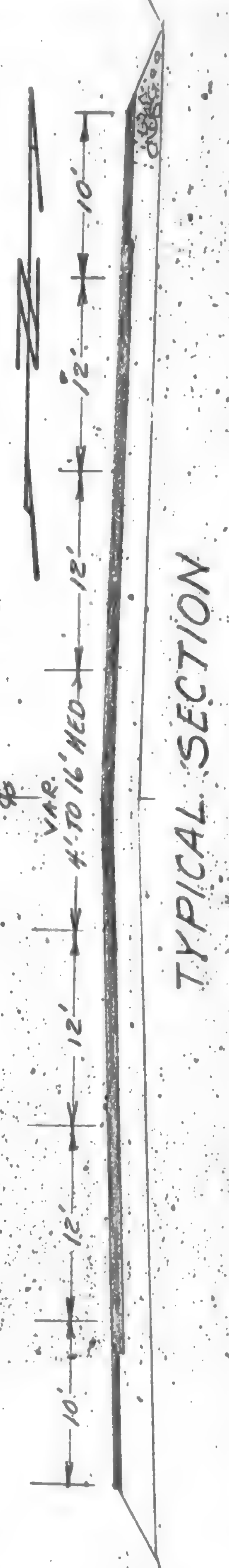
ADDITIONAL FACILITIES: There are no major stream crossings or airports affected by this project.

PARKS: None affected.

July 28, 1966
Attachment
cc: Forrest Cooper ✓
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. W. Rulien (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER





PROSPECTUS MAP
COLUMBIA CO. L. - BURLINGTON
LOWER COLUMBIA RIV. HWY.
MULTNOMAH COUNTY
1966

I-80N-5(37) Emigrant Ave. Interch. Sec. 1970
208 of Old Oregon Trail in Pendle.
#7408 (Roadside improvement)

STATE COPY

OSHD (AE Johnson)
Region
7408 Wash DC
RA Nichols, Area Engr

12-21-72

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

eh

REGION NO. 10	REPORT NO. 8	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 12-21-72	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-5(17)208
COMPLETION DATE 5-30-71	ACCEPTANCE DATE BY CONTRACT AGENCY 10-17-72	TIME ELAPSED 100 %	CONTRACT TIME 5-31-71
APPROVED EXTENSIONS None	LOCATION The project work is located in the area of the Emigrant Interchange of the Pendleton Bypass of I-80N.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy Const 1-9-73

JAN 08 1973
NOTED
REGIONAL OFFICE
A. E. JOHNSON

EMIGRANT AVENUE INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Roadside Improvement

This project provided for the furnishing and placing of topsoil, furnishing and planting of trees, shrubs and vines, lawn construction, furnishing and installing an irrigation system and the construction of an asphaltic concrete berm in the Emigrant Avenue Interchange.

The original plantings and all construction items were satisfactorily completed on May 30, 1971 prior to the ending date for the spring planting season. The plantings went through the fall establishment period and the contractor completed all the required replanting and the project was accepted on October 17, 1972.

The final cost of the original contract items was $105,030.59, which is an overrun of .6%. The total cost of the project including engineering and contingencies was $119,532.19, which is an underrun of .2%. The Resident Engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

1-9-73 Johnson cy given

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'NEIL, Asst Area Engineer for R. A. NICHOLS		SIGNATURE Original Signed By G. L. GREEN Division Engineer G. L. GREEN	
TITLE Area Engineer	DATE 12-21-72	TITLE Division Engineer	DATE 12-29-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

RECEIVED
1972

FOR FILING

7408

October 20, 1972

U.S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen

On October 19, 1972, we wrote to you concerning release of final payment on Contract No. 7408 awarded to All-City Landscape, Inc., for roadside improvement on the Emigrant Avenue Interchange Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $10,154.83 and the total contract amount is $107,227.10. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc All-City Landscape, Inc.
29 N.E. 148th Avenue
Portland, Oregon 97230

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Mosner
Wendell Schwartz

7408 5

STATE COPY

MONTHLY TRANSACTION NUMBER 8-82	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-24-72	STATE Oregon
PROJECT REPORT NUMBER 7		COUNTY Umatilla
MODIFICATION NUMBER 1		PROJECT NUMBER I-80N-5(37)208

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 24, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 117,368	$ 119,834
Federal Funds	$ 108,000	$ 110,558
Other revisions		

This modification is made for the following reasons:

Additional approved extra items of work

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of August, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting (Division Engineer)

G. L. Green

Oregon State Highway Division

Federal Aid
Project No. I-80N-5(37)208

EMIGRANT AVE. INTERCHANGE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, August 17, 1972

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 1340+00 to Sta. 1360+60)

Subtotal on previous estimate of June 22, 1970 $106,699.00

Additional Approved Items

P.A. #2 Furnish & Install 1/2-inch Galvanized Pipe Risers	757.5 lin.ft.	0.95	$ 719.63
P.A. #2 Furnish & Install 3/4-inch Galvanized Pipe Risers	262 lin.ft.	1.00	262.00
P.A. #6 Furnish & Plant Phitzer Juniper	420 only	3.00	1,260.00
	Subtotal		$108,940.63
	10% Engr. & Cont.		10,893.37
	Total		$119,834.00

Length of Project - - - - - - 0.0 mile

Federal Funds	$110,558.00
State Funds	9,276.00
Total	$119,834.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7408

Prefix: 630-1012

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 6-5-3

PROJECT REPORT NO. 3

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-24-70

.TE Oregon

COUNTY Umatilla

PROJECT NO. I-80N-5(37)208

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Emigrant Ave. (Pendleton) Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-13-70	0.00

OTHER (Specify)

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 117,368	$ 108,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer JUN 24 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-80N-5(37)208

EMIGRANT AVE. INTERCHANGE

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, June 22, 1970

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. 1340+00 to Sta. 1360+60) (Contract No. 7408)

Temporary Protection and Direction of Traffic	All	Required		$ 500.00
Furnishing & Placing Topsoil	650	cu.yd.	4.00	2,600.00
Asphalt Walks	150	sq.yd.	4.00	600.00
Furnishing and Planting Trees	45	only	30.00	1,350.00
Furnishing and Planting Shrubs	6,900	only	3.50	24,150.00
Furnishing and Planting Vines	4,400	only	0.40	1,760.00
Inorganic Fertilizer, 22-16-8	125	cwt.	15.00	1,875.00
Inorganic Fertilizer, Amonium Sulfate	40	cwt.	14.00	560.00
Bark Mulch	180	unit	30.00	5,400.00
Soil Conditioner, Pea Vines	5,000	cu.yd.	3.40	17,000.00
Lawn Construction	5.8	acre	700.00	4,060.00
Seed Mixture	1,000	lb.	1.00	1,000.00
1/2-inch Water Pipe	1,800	lin.ft.	0.45	810.00
3/4-inch Water Pipe	2,400	lin.ft.	0.50	1,200.00
1-inch Water Pipe	5,850	lin.ft.	0.55	3,217.50
1-1/4 inch Water Pipe	3,800	lin.ft.	0.60	2,280.00
1-1/2 inch Water Pipe	3,100	lin.ft.	0.68	2,108.00
2-inch Water Pipe	2,460	lin.ft.	0.90	2,214.00
2-1/2 inch Water Pipe	1,400	lin.ft.	1.20	1,680.00
3-inch Water Pipe	2,200	lin.ft.	2.50	5,500.00
2-inch Galvanized Water Pipe	25	lin.ft.	6.00	150.00
2-inch Gate Valves	3	only	145.00	435.00
2-1/2 inch Gate Valves	2	only	100.00	200.00
3/4-inch Globe Valves	10	only	15.00	150.00
1-inch Globe Valves	2	only	16.00	32.00
1-1/4 inch Globe Valves	2	only	50.00	100.00
1-1/2 inch Globe Valves	5	only	55.00	275.00
1-1/2 inch Swing Check Valves	3	only	145.00	435.00
1-1/4 inch Automatic Section Valves	2	only	200.00	400.00
1-1/2 inch Automatic Section Valves	47	only	150.00	7,050.00
2-inch Automatic Section Valves	6	only	200.00	1,200.00
3/4-inch Quick-Coupling Valves	10	only	12.00	120.00
2-inch Reduced Pressure Backflow Preventer	1	only	2,000.00	2,000.00
Pop-up Rotary Sprinkler Heads	190	only	34.00	6,460.00
Pop-up Nonrevolving Sprinkler Heads	120	only	7.00	840.00
Shrubbery Sprinkler Heads	360	only	2.00	720.00
Agricultural Rotary Sprinkler Heads	75	only	14.50	1,087.50

9-Section Automatic Controllers	1 only	450.00	450.00
11-Section Automatic Controllers	2 only	750.00	1,500.00
24-inch Automatic Controllers	1 only	900.00	900.00
3/4-inch Electrical Conduit	80 lin.ft.	1.00	80.00
			$ 104,449.00
Flagging (60% of Contractor's Cost)	All Required		100.00
Water Meter Installation and Rental	All Required		150.00
Water Use	All Required		2,000.00
			$ 2,250.00
	Subtotal		$ 106,699.00
	10% Engr. & Cont.		10,669.00
	Total		$ 117,368.00

Length of Project 0.00 mile

Federal Funds	$ 108,000.00
State Funds	9,368.00
Total Cost	$ 117,368.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Prefix 630-1012
Contract No. 7408

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FOR [illegible]

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STATE COPY

OREGON STATE
HIGHWAY DIVISION

7408

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 25, 1972

Federal-aid Project
No. I-80N-5(37)208

FROM
George M. Baldwin
Administrator of Highways

cy Const. 9-13-72

NOTED
A. E. JOHNSON

SUBJECT **Request: Contract Acceptance**

Contract 7408 **Contract Work Completed** May 30, 1971

Project Emigrant Avenue Interchange

Highway Old Oregon Trail

County Umatilla

Establishment Period Ended June 2, 1972

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-30-72

Conditions not acceptable: The entire Interchange required weeding.

Valach
G. L. Green
Acting Division Engineer

VG:kds

cc: Tom Edwards ✓
L. H. Young

RECEIVED
STATE HWY ENGR
SEP 12 '72
REFER TO

9-12-72

Al Young

7408

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Emigrant Avenue Interchange		WEEK ENDING April 8, 1972
		SECTION PREFIX 630-1012
	HIGHWAY Old Oregon Trail	COUNTY Umatilla
NAME OF JOB Emigrant Avenue Interchange	KIND OF WORK Roadside Improvement	
CONTRACTOR All-City Landscape, Inc.	CONTRACT NUMBER 7408	FEDERAL AID PROJECT NUMBER I-80N-5(37)208
DATE OF CONTRACT June 12, 1970	DATE WORK STARTED August 11, 1970	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 121,103.36	SPECIFIED COMPLETION DATE May 31, 1971	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 111,500.45	ENGINEERING AUTHORIZATION $ 9,602.91	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ *	This Week 0.00 ENGINEERING COST TO DATE $ 8,860.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: May 30, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2				
MONDAY 3	Fair			
TUESDAY 4	Partly Cloudy			
WEDNESDAY 5	Cloudy & Windy			
THURSDAY 6	Cloudy & Showers			
FRIDAY 7	Fair			BEN GIFFORD
SATURDAY 8				

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APR 10 1972
CONSTRUCTION SECTION

Routing
Kessey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	Contractor on jobsite. Mowed lawn area.
WEDNESDAY	Contractor re-seeding lawn area.
THURSDAY	Contractor re-seeding lawn area, and placing fertilizer.
FRIDAY	Contractor re-seeding lawn area, and placing fertilizer.
SATURDAY	

REMARKS

Job Status: Semi-Final has been submitted. Esyablishment period is over.
Contractor re-seeding lawn area, placing Ammonium Sulfate Fertilizer.

Next Week: Continue to repair lawn area.

SIGNED ________ LOCATION Pendleton

Herman L. Oliva Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
JUL 10 1970

I-80N-5(37)208
7408

July 10, 1970

All-City Landscape, Inc.
29 N.E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7408 for roadside improvement on the Emigrant Avenue Interchange on the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc: U. S. Fidelity & Guaranty Co.
F. D. Morgan
D. J. Barbee
I. D. Merchant
H. E. Coulter
H. N. VanCleave
Roy Olson

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JUL 3 - 1970
FOR FILING

I-80N-5(37)208
7408

July 3, 1970

All-City Landscape, Inc.
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Attached are two copies each of Contract No. 7411 for a toilet building in Tolovana Beach State Wayside in Clatsop County and of Contract No. 7408 for roadside improvement on the Emigrant Avenue Interchange in Umatilla County.

On Contract No. 7411 only the President, Clifford Paul, signed the contract and on Contract No. 7408 only the Secretary, Lois L. Paul, signed the contract.

As your company is a corporation, it is necessary that both the President and Secretary sign on each copy of the contract. Please have the Secretary sign Contract No. 7411 and the President sign Contract No. 7408.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses
Attachments

bcc Frank Morgan
D.J. Barbee
Ivan Merchant
David Talbot
Roy Olson
H. S. Coulter
R. D. Asburry
H. N. Van Cleave
Vern Shull

RECEIVED
JUN 18 1970

FOR FILING

I-80N-5(37)-208
7408

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of June 9, 1970, is requested in the award of contract for the Emigrant Avenue Interchange Section, Project No. I-80N-5(37)208.

The contractor receiving the award is All-City Landscape, Inc., in the amount of $104,449.00 with Contract No. 7408 assigned. This bid was received on June 4, 1970, and awarded June 12, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
JUN 17 1970
FOR FILING

I-80N-5(37)208
7408

June 15, 1970

All-City Landscape, Inc.
29 N.E. 148th Ave.
Portland, Oregon 97230

Gentlemen:

The State Highway Commission on June 12, 1970, awarded to you State Highway Contract No. 7408 for roadside improvement on the Emigrant Avenue Interchange Section of the Old Oregon Trail in Umatilla County.

This award was based on your bid of $104,449 which was the low bid submitted to the Commission on June 4 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

fkm
cc Frank Morgan
D. J. Barbee
I. D. Merchant
Roy Olson
H. S. Coulter
H. N. VanCleave
Wm. Geibel (SAIF)

RECEIVED
MAY 28 1970
FOR FILE

5-13-70

FORM
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-13-70

		FEDERAL AID PROJECT NO. 1-80N-5(37)208
		STATE PROJECT NO.
FROM: I-80N-5(37)208 R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON 7408	PROGRAM NO.	COUNTY NAME UMATILLA
	ITEM NO. 609	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED MAY 13, 1970	DATE AUTHORIZATION EFFECTIVE MAY 13, 1970	FEDERAL ROUTE NUMBER I-80N STATE ROUTE NUMBER EMIGRANT AVENUE INTERCHANGE

LIMITS OF AUTHORITY

AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AND WATER METER INSTALLATION AND RENTAL, WATER USE IN AMOUNT OF $2,150.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* CONTRACTOR'S FLAGGING $100.00 WATER METER INSTALLATION AND RENTAL, WATER USE IN AMOUNT OF $2,150.00.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

THE 1970 EDITION OF OREGON'S STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young w/enc.
5-27-70

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE MAY 13, 1970	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 5-25 THRU 5-30

Klaboe

RM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	5-12-70

BY (Signature): MR. YOUNG'S APRIL 22, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

AGE 1 * EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 604 THRU 609

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
04	I-205-7(15)290	0.0	145,000	133,600	TUALATIN RIVER–PACIFIC HIGHWAY	LANDSCAPING
05	I-205-7(16)294	0.0	267,000	246,100	SOUTH WEST LINN INTERCHANGE – TUALATIN RIVER SECTION	LANDSCAPING
06	I-205-7(17)297	0.0	84,000	77,400	WILLAMETTE FALLS REST AREA AND VIEW POINT	LANDSCAPING
07	I-205-7(18)298	0.0	72,000	66,300	WEST LINN INTERCHANGE	LANDSCAPING
08	I-80N-5(36)206	0.0	280,000	258,000	WEST & SOUTH PENDLETON INTERCHANGES	LANDSCAPING
09	I-80N-5(37)208	0.0	160,000	147,000	EMIGRANT AVENUE INTERCHANGE (PENDLETON)	LANDSCAPING

5-12-70

EMARKS (Division)

RECEIVED
MAY 15 1970
FOR FILING

I-80N-5(37)208
7408

Young 5-15-70

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
ATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-12-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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APR 24 1970

I-80N-5(37) 208
7408

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for six Interstate Projects, Item Nos. 604 thru 609, which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our present intentions to receive bids for these projects on June 4, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	4-22-70

FEDERAL - AID P

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N Emigrant Ave. (Pendleton) Interchange 21 65	**ADT**	PRESENT 3,950	FUTURE 7,400 (66) (70)	YEAR (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Pendleton	ROUTE NO. I	FEDERAL-AI I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N Emigrant Ave. (Pendleton) Intchge.			
5					**ROW**					
5					**CONST** (CODE) Y003			0.0	160,000	147,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	160,000	147,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	3,950	7,400	90	08	Oregon	35	042	609
65			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (16)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	80-5(37)		208	N
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7	13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Unatilla	059 (14) (15)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N (32)	(36)	(37) I-80N (41)

MILES	ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(54) (56)	(57) (66)	(67) (76)			Landscaping consisting of placing topsoil, planting trees, shrubs and vines, lawn; irrigation system and A.C. paved berms.
0.0	160,000	147,000	13,000		
0.0	160,000	147,000	13,000		
	(16) (23)	(24) (32)			

REMARKS

Additional Data: Item 505, Project I-80N-5(29)204.

-OVER-

REMARKS - Continued

For 37-B: On R/W-1, ROW-F, Sanitary Facilities--N.

This project consists of furnishing and placing topsoil, planting trees, shrubs and vines, installation of irrigation system, construction of lawn, mulching, fertilizing and construction of A.C. paved berms in the Intchge. Area.

Public hearing not required under the provisions of paragraph 6c of PPM 20-8.

This project is considered stage construction of the Interstate Highway facility for this section. Clearinghouse review of this project is not required under paragraph 2b of IM 50-1-70 as right of way was acquired prior to 9-30-69 for the complete highway facility and concurrence in this concept was received from BPR by Memo of February 19, 1970. BPR concurred, by Memo of July 28, 1969, that design approval had been given for the project when said work was considered in connection with and cost of same was included in the 1968 Interstate Cost Estimate.

RECEIVED
FEB 17 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-5(37)204
7408

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

RECEIVED
FEB 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 12 1969
[illegible]

I-80N-5(37)208
7408

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 11, 1969

SUBJECT: Combining projects for letting
Pendleton Section

To: Mr. H. S. Coulter
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Alfred Shirley, Jr.

Thank you for your letter of August 26, 1969, on the subject above. Your proposal for combining the roadside improvement contracts has been reviewed by this Design and the front office. It has been decided to let the contracts separately. It is doubtful if there is a landscape contractor in the area large enough to handle a combined job. A joint contractor venture on this type of work might tend to increase unit costs.

Your suggestion concerning additional illumination at the drive-in theatre road and the breakaway light standards is being considered.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DJB:ak

cc: Mr. F. B. Klaboe ✓

RECEIVED
SEP 12 1969
[illegible]

RECEIVED
JUL 31 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 28, 1969

In reply refer to: 08-35-EC

I-80N-5(37)208
7408

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: West Pendleton Int. Sec.:
I-80N-5(-)206
Emigrant Ave. Int. Sec.:
I-80N-5(-)208
S. Pendleton Int. Sec.:
I-80N-5(-)210
(Roadside Improvement)
Old Oregon Trail Highway
Umatilla County

Klaboe

I concur that design approval has been given for the subject projects as Roadside Improvements in these areas were considered in connection with the 1968 Interstate Cost Estimate and costs for such work were included in this estimate.

No further action is required, therefore, for the subject projects under Paragraph 10 of PPM 20-8.

7-31-69
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
R. L. PORTER

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 22 1969

~~FOR FILING~~

I-80N-5(37)208
7468

July 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Re: West Pendleton Int. Sec.:
I-80N-5(-)206
Emigrant Ave. Int. Sec.:
I-80N-5(-)208
S. Pendleton Int. Sec.:
I-80N-5(-)210
(Roadside Improvement)
Old Oregon Trail Highway
Umatilla County

Dear Sir:

We hereby request your concurrence that design approval was given for the subject projects under Project I-80N-5(29)204, Pendleton Section as of September 6, 1967, when the Bureau of Public Roads authorized the State to advertise Project I-80N-5(29)204 for bids. Project I-80N-5(29)204, consisting of grading, paving, structures, signing and illumination, is under contract and will provide upon completion four 12-foot traffic lanes of high-type pavement, 10-foot shoulders and a median variable in width (76-foot minimum and 106-foot maximum). In view of these facts and others setforth hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject projects which are considered as stage construction of this section of I-80N, and we further request your confirmation that no further action is required for the subject projects under paragraph 10 of PPM 20-8, regarding Design Approval.

The subject projects are roadside improvement consisting of irrigation system installations and planting trees, shrubs and vines at each interchange and also planting of lawns at Emigrant Avenue and South Pendleton Interchanges. This type of project, because of the kind of improvement, is incidental work to Interstate projects considering present Interstate standards. The subject projects do not change the layout or function of connecting roads or streets or of the existing facilities, do not have an adverse effect upon abutting real property and do not require additional right-of-way, therefore do not change or alter the approved location and design of Project I-80N-5(29)204, but only improve the aesthetics of this section of Interstate highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

JLG:aw

330-1729 Stanfield (E. Coe Avenue) 1970
Section, (Paving)
#7402

Am 3886

RECEIVED
AUG 4 - 1970
FOR FILING

330-1799
7469

August 4, 1970

Fireman's Fund Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity and Surety Department

Gentlemen:

Contract No. 7469 awarded to Hermiston Asphalt Products, Inc., for paving E. Coe Avenue in Stanfield, Umatilla County, was completed on June 29, 1970, and accepted by the Highway Commission on August 3, 1970.

Final payment in the amount of $975 will be released to the contractor after August 11, 1970. The total contract amount is $16,252.51 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhe

cc Hermiston Asphalt Products, Inc.
P. O. Box 612
Hermiston, Oregon 97838

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
H. S. Coulter

RECEIVED
AUG 3 - 1970
FOR FILING
330-1729

7409

August 3, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed June 29, 1970, on Contract No. 7409. The contract was with Hermiston Asphalt Products, Inc., and was for paving on the Stanfield (East Coe Avenue) Section in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 3, 1970, and that you concur in this procedure at the Commission meeting on August 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Floyd Query
cc: Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

ms sr

OREGON STATE HIGHWAY DEPARTMENT 07/24/70 PROGRESS ESTIMATE

SECTION STANFIELD /EAST COE VENUE/
COUNTY ATILLA
AWARDED 06 1
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 40 CWD
B)
C)
EXTENSION
TYPE WORK PAVING
CONTRACTOR HERMISTON ASPH PRODUCTS, INC
HERMISTON 97801

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	CLASS B ASPHALT CONCRETE PA 1	TONS	100000	1950000	1950000		
	TOTALS FOR ORIG. CONTRACT				1950000		
	PRICE AGREEMENTS						
30101	MOD CLASS B ASPH CONC BI 1	TONS	95000			1710790	1625251
	FORCE ACCOUNTS						
801	FLAGGING 94001						
801							
	ITEM TOTAL 801						
	* TOTAL PAY COSTS				1950000		1625251
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				15000		
98999	CONTINGENCIES				88425		

OREGON STATE HIGHWAY DEPARTMENT 07/24/70 PROGRESS ESTIMATE

SECTION STANFIELD /EAST COE ENUE/
HIGHWAY CITY STREET
TYPE WORK PAVING

COUNTY TILLA
SPECIFIED COMPLETION A) 40 CWD
B)
C)
CONTRACTOR HERMISTON ASPH PRODUCTS, INC
HERMISTON 97801

AWARDED 06
EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
99999	ENGINEERING				196500		196549
	GRAND TOTALS				2249925		1821800
	RESIDENT ENGINEER					DATE	D

PROGRESS ESTIMATE AND COST REPORT PAGE NO. 02 FORM E-498 (REV. 5-69)

AWARDED 06 12 70 F.A.P. CONTRACT NO 7409 WORK DONE TO:

0 CWD

EXTENSION APPROVED PREFIX 330 1729

A) 4 CWD ESTIMATED DATE

N ASPH PRODUCTS, INC USED B) ESTIMATE NO. 002 OF COMPLETION:

N 97801 C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 06/29/70		TO COMPLETE 06/29/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	196549		1521		195028			
	1821800		1626772		195028			

DATE DIVISION ENGINEER

330-1729 C
7409

C

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Stanfield (East Coe Ave.)	WEEK ENDING: July 18, 1970
		SECTION PREFIX: 330-1729
	HIGHWAY: City Street	COUNTY: Umatilla
NAME OF JOB: Stanfield (East Coe Ave.)	KIND OF WORK: Paving	
CONTRACTOR: Hermiston Asphalt Products, Inc.	CONTRACT NUMBER: 7409	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970	DATE WORK STARTED: June 24, 1970	~~XXXXXX~~ COMPLETION DATE: June 29, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED ~~CALENDAR~~ work DAYS 40	~~CALENDAR~~ work DAYS USED 4
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 10
PROJECT AUTHORIZATION: $ 22,499.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 20,534.25	ENGINEERING AUTHORIZATION $ 1,965.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 16,252.51	ENGINEERING COST TO DATE $ 1,795.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN 21 %	PERCENT OF AUTHORIZATION 91 %	DATE PROJECT WAS COMPLETED: June 29, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		A.C. PAVING
							100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					0.35
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1,950 Tons
TOTAL QUANTITIES CORRECTED TO DATE					1,710 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1,710 Tons
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES) NO STRUCTURES ON PROJECT

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. cloudy-mild			
MONDAY	Pt. fair-warm			Routing
TUESDAY	Fair-hot			RECEIVED
WEDNESDAY	Fair-hot			2[illegible] 1970
THURSDAY	Fair-hot-windy			CONSTRUCTION
FRIDAY	Fair-hot			DIVISION
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

The semi-final estimate for this project was submitted to the Division Office on Wednesday of this week.

This will be the final report for this project.

SIGNED ______ LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 17 1970

FOR FILING

330-1729
7409

June 15, 1970

Hermiston Asphalt Products, Inc.
P. O. Box 612
Hermiston, Oregon 97838

Gentlemen:

Enclosed are three copies of Contract No. 7409 for $19,500 awarded to you by the State Highway Commission on June 12, 1970. This contract is for paving on the Stanfield (East Coe Avenue) Section in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 26, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
William Geibel (SAIF)
H. S. Coulter
M. M. Stump

RECEIVED
R - 6 1970
NGINEER
Y & CITY DIVISION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 25, 1970

Mr. Victor E. Stockard, Mayor
City of Stanfield
City Hall
Stanfield, Oregon 97875

Re: Coe Avenue
SCA Project 1970

Dear Mr. Stockard:

The City of Stanfield and the State entered into a finance-construction agreement which was approved by the State Highway Commission on December 23, 1969 and certified by the Highway Commission Secretary on February 20, o970, pertaining to the Special City Allotment project on Coe Avenue in Stanfield.

It has been determined in the interest of all parties concerned that the said agreement shall remain in full force and effect except that the width of pavement shall be 30 feet instead of 60 feet, and the depth of paving overlay shall be 5-inches compacted thickness. The length of the project shall be approximately ~~1,600~~ feet.
1900'

The Soils Department has determined that a 5-inch asphaltic concrete overlay should be used to better provide for the projected future truck traffic on this street.

Any further references to the contents of the said agreement shall include the provisions that the pavement shall be 30 feet wide with 10:1 slope of crushed rock from the edge of pavement, and the pavement overlay shall be 5 inches compacted thickness.

It is estimated that the approximate cost will be $25,000 which includes 20 per cent for construction engineering and contingencies. It is to be understood by all parties that any excess of cost above the $25,000 shall be borne by the City because the State participation is limited to a maximum of $25,000.

If the above proposal is agreeable to the City, please sign in the appropriate places below and return one signed copy. We will then incorporate the above changes in the construction plans a copy of which will be sent later to the City for approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
H. S. Cox
County and City Engineer

RECEIVED
APR 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED:
Victor E. Stockard
Mayor

Emma Gabriel
Recorder

OHN:ljt cc Barber
Coulter

Noted
Oscar H. Norberg

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section COE AVE. (From Main St. - Wayne St.) Highway City of Stanfield County Umatilla Prefix 330-1489

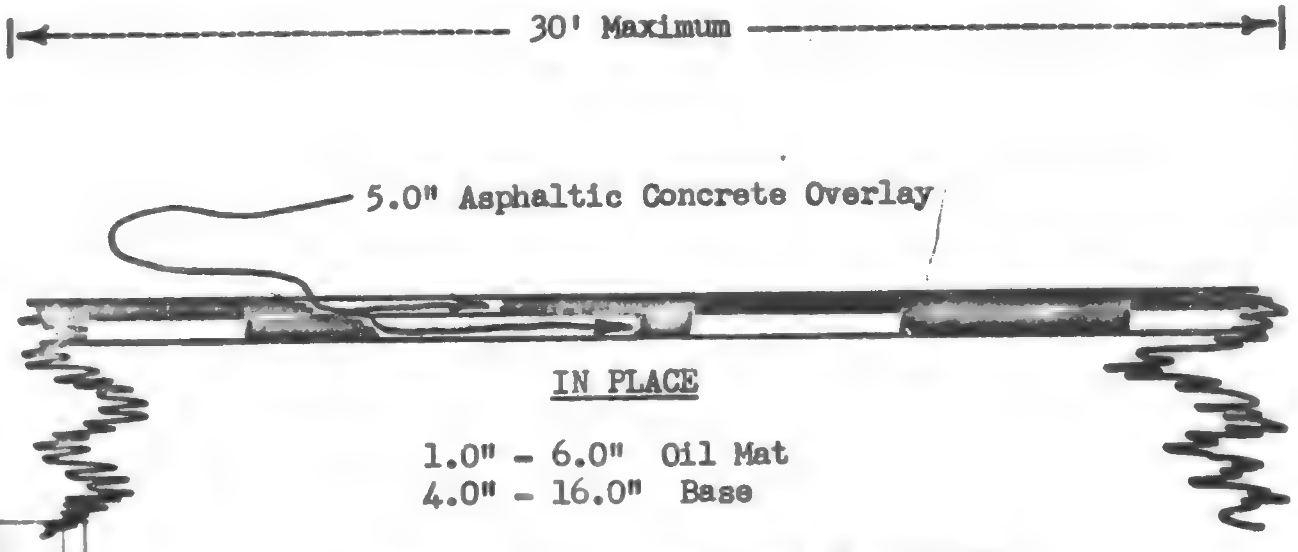
Res. Engr. W. C. Ferguson Approx. Length 0.35 Miles. Sta. ______ to Sta. ______ Date 3-19-70

Mean Truck A.D.T. 57 Traffic Coefficient 6.4 18 kip s.a. per day 7.5.

Annual Precipitation 12"± Frost Penetration 26"±.

3-19-70

(1) Typical Soil
20 LL
0 PI
91 %P 10
38 %P200
9 %Gravel
5 %C Sand
48 %F Sand
33 %Silt
5 %Clay
19 "R" Value



IN PLACE

1.0" - 6.0" Oil Mat
4.0" - 16.0" Base

Condition Survey completed March 1970.

(1) Silty Sand
See Page 2 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	OVERLAY		
	10.0	5.0	A.C.
	IN PLACE	Average	
	1.5	1.5	Oil
	7.5	9.5	Base
18.5	19.0	16.0	

AASHO CLASSIFICATION:
A-4

MATERIAL SOURCES:
To be determined by the Engineer.

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MAR 30 1970
FOR FILING

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

NOTED
F. B. KLABOE

Submitted by ______ for Staff Assistant

Recommended by ______ Asst. Engineer of Materials

Recommended by ______ Asst Construction Engineer

Approved by ______ Asst. State Highway Engineer

SECTION: COE AVENUE
HIGHWAY: City of Stanfield
COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4" - 0 Level	Aggregate Subbase	"CBE" Total Requirement	Actual Thickness
5.0 - 6.0	2.0"	2.0"	12.0"	15.5"	16.0"
Cars Only	2.0"	2.0"	7.0"	11.5"	11.0"

Remarks:

The existing oil roadway width varies from 21'± to 24'±, the outside 2'± appears to be a dust coat. A total of 24 holes were drilled within the proposed 30' area to be paved. Although the depths of base vary considerably, it is recommended that the existing material be utilized. The area on the South side of Earl Street to Lucy Street will have to be removed and replaced with 5.0" of Asphaltic Concrete, 2.0" of Aggregate Level, and 8.0" of Aggregate Subbase.

The Traffic Analysis does not consider the present proposed plan that should I-82 be constructed, Coe Street would become a connection between Stanfield and the Freeway.

Should substitutions be made, use the "CBE" Total Requirement comumn to obtain the "Total Thickness Required", and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
1.0" Lime Treated Subgrade = 0.8" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

"EXISTING MATERIALS"

1.0" Oil Mat = 1.0" Crushed Base
1.0" Base Material = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: COE AVE.
HIGHWAY: City of Stanfield
COUNTY: Umatilla

900 Present ADT (1970)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	35	1.5	53	44	450	19,800
3	10	1.5	15	13	1000	13,000
4	0	—	—	—	1250	----
5	0	—	—	—	3180	----
6	0	—	—	—	2570	----
				57	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 32,800

TWENTY YEAR EWL 656,000

TRAFFIC COEFFICIENT 6.4

SECTION: COE AVENUE
HIGHWAY: City of Stanfield
COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as traffic does not warrant the use of C.R.P.C.C.

RECEIVED
FEB 25 1970
FOR FILING

330-1729
7409

MISC. CONTRACTS and
AGREEMENTS No. 3886

February 24, 1970

City of Stanfield
City Hall
Stanfield, Oregon 97875

Attention: Mrs. Emma Gabriel
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Coe Street from Main to Wayne Streets in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

fcm
Att.

cc H. S. Cox
(conf. agreement attached)

[illegible]
JAN 28 1970
FOR FILING

330-1729
7409

PREFIX No. 330-1489

1-19-70

LOCATION PROSPECTUS
STANFIELD (COE AVENUE FROM MAIN STREET TO WAYNE STREET)
CITY OF STANFIELD
UMATILLA COUNTY

HIGHWAY:	Coe Avenue from Main Street to Wayne Street.
TERMINI:	The westerly end of the project is at Main Street. The easterly end of the project is at Wayne Street.
LENGTH:	0.35 mile.
PROGRAM:	1970 Special City Allotment.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance not made. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time.
CHARACTERISTICS:	Not known.
TYPICAL SECTION:	Two 30-foot travel lanes with curbs.
MATERIAL:	To be located and referenced to this project during the survey.
ACCESS:	No control.
AGREEMENTS:	Routine City agreements for City project.
UTILITIES:	Routine utility adjustments may be necessary.
PARKS OR REST AREAS:	None affected.
ADD'L FACILITIES:	No airports, railroad crossings or major streams affected.

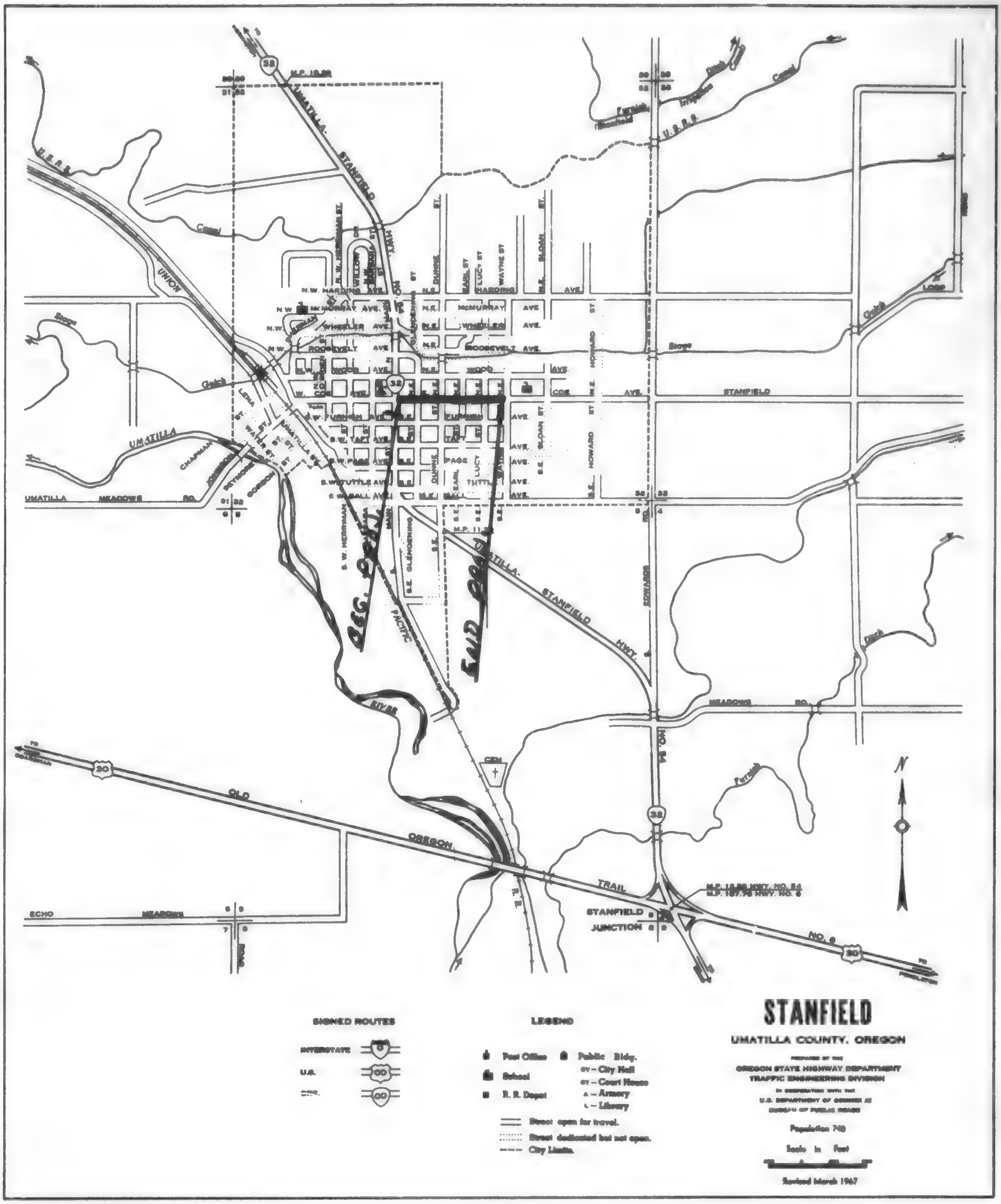
NOTED
R. L. PORTER

January 19, 1970
Attachment

NOTED
FORREST COOPER

H.S. Coulter (3)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D. J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V. J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STANFIELD
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 740
Scale in Feet
Revised March 1967
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.
BEG. PROJ.
END PROJ.
N
32
M.P. 15.26
UMATILLA-STANFIELD
HWY.
M.P. 11
UNION
PACIFIC
UMATILLA
RIVER
UMATILLA MEADOWS RD.
U.S.B.S.
Canal
Furnish (Stanfield) Irrigation Ditch
Stage Gulch
N.W. HARDING AVE.
N.E. HARDING AVE.
N.W. McMURRAY AVE.
N.E. McMURRAY AVE.
N.W. WHEELER AVE.
N.E. WHEELER AVE.
N.W. ROOSEVELT AVE.
N.E. ROOSEVELT AVE.
WOOD AVE.
COE AVE.
STANFIELD
FURNISH AVE.
S.W. TAFT AVE.
S.W. PAGE AVE.
S.W. TUTTLE AVE.
S.W. BALL AVE.
MAIN
GLENDENING
DUNNE ST.
EARL ST.
LUCY ST.
WAYNE ST.
SLOAN ST.
HOWARD ST.
S.W. HERRMAN
CHAPMAN
WATER ST.
EDWARDS
MEADOWS RD.
Loop
Ditch
CEM
30
OLD
OREGON
TRAIL
NO. 6
TO PENDLETON
M.P. 15.26 HWY. NO. 54
M.P. 197.76 HWY. NO. 6
STANFIELD
JUNCTION
ECHO
MEADOWS
R.R.

S.C.A. Investigation Data

City of *STANFIELD* Date *6-69* Div. *5*
Population: 19*69* ____ 19*61* ____
Street *[illegible] Wayne St*

No. previous projects *3*
Last project *1963* (year)
Total SCA funds $*50,988*
Funds/capita $ [illegible]
Average/capita $ [illegible]

EXISTING

Surface now in place: A.C. ___ Oil *22* Gravel *19' sho* Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: *60* feet, R/W width: ____ feet
Remarks: *The base is said to be sufficient.*

PROPOSED

Surfacing: A.C. *x* Oil ___ Other ____
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: *60* feet
BASE DESIGN: A.C. *2¾ Avg* inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ___ mile, *1390* feet. Type curb: [illegible]
Remarks: *Shape 19' shoulders with a blade. Then pave [illegible] down same at the existing [illegible] this road which changes to Gravel at City limits - Fa[illegible]*
This A C Over [illegible]

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ *500*
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.			—
Finishing roadbed & slopes ($1,500)	mile			—
Trench excavation	c.y.			—
Watering	M-gal.			—
Level material (3/4-0) *To shape Ex[illegible]*	c.y.	[illegible]	*4.00*	*56*
Base material	c.y.			—
Asphalt *2¾ Avg. Thickness*	ton	[illegible]	*12.00*	*18,[illegible]*
Binder *[illegible] × 0.26 M.*	all	all	L.S.	*9[illegible]*
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			
[illegible]			*3.00*	[illegible]
[illegible]			*50.00*	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]

*Items include 10% allowance

Total	$*207[illegible]*
Perm. signing ($100/intersection)	*100*
Flagging	*200*
Total	$*21,052*
Engineering & contingencies (20%)	*421[illegible]*
Total	$*25,26[illegible]*
City's estimated share of survey	*15*
TOTAL ESTIMATED COST	$*2[illegible]*

Looking N. on Coe

on Sloan St.

Stamfield

69

Looking E. on Coe

#5

69

Stanfield

On Hwy 32

RECEIVED
JUN 18 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

SCA

PROJECT DATA, CITY OF Stanfield   Date June 4, 1969

To be financed by Special City Allotment Fund and necessary city funds.

Street name East Coe Avenue
(Locate project on attached map.)

Project length 1840 ft

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: 15 feet

Curbed section; width curb to curb: 60 feet

Remarks ____

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: 23 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 100 feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: 80 ft

Are intersecting streets curbed? Yes ____ No ✓

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ✓ No ____

Width between present curbs: 60 feet

City to construct curbs? Yes ____ No ✓

To be constructed as part of project? Yes ____ No ✓

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ✓

Explain: ____

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes ✓ No___

Present sidewalks, Length: 1200 feet; Width: 5 feet

Distance between present sidewalks: 80 feet

Are sidewalks to be constructed as part of project? Yes___ No ✓

Width of sidewalks to be constructed: ______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

______feet N.___ S.___ E.___ W.___

______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes ✓ No___

If yes, are they adequate for increased flow? Yes ✓ No___

Indicate depth of main lines from present surface: 3.5 feet

To be constructed by City? Yes___ No ✓

To be constructed as part of project? Yes___ No ✓

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes ✓ No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ______feet

Remarks No sanitary sewers in street area serviced from alley ways

____

____

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 3 feet

Remarks ______________________________

____

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? __________

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ______________________________

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ___ No ✓

Which company? ______________________________
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No ✓

Which company? ______________________________

Railroad tracks? Yes ___ No ✓

Which company? ______________________________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks Street lighting poles only

____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ____ No ____

Clearing? Yes ____ No ____

Base rock? Yes ____ No ____

Concrete curbs? Yes ____ No ____

Driveways? Yes ____ No ____

Remarks none

GENERAL INFORMATION:

Are city finances available? Yes ____ No ✓

When available? Date ____________________

Has city established grade on street? Yes ✓ No ____ No data available
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

see map

General remarks:

By Victor E. Stockard
Mayor

By Emma Gabriel
City Recorder or City Manager

By Lee W Sparkman
City Engineer

RECEIVED
JUN 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1969
ENGINEER
COUNTY & CITY DIVISION

RESOLUTION

4-3-69

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Stanfield is an incorporated city of the State of Oregon and has a population of 950 as given by the latest official census; and

WHEREAS, the following streets of said city,

East Coe Avenue, from Main Street east to Sloan Street.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Stanfield does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Victor E. Stockard as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2 day of April, 1969.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stanfield at a regular or special meeting of said Council, held on the 2 day of April, 1969, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2 day of April, 1969.

Emma Gabriel
City Recorder

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

1-1129 Haines-Wingville Section, of the LaGrande-Baker Hwy., N. of Baker. (Grading & paving) 1970

#7410

[illegible]
DEC 15 1970

FOR FILING

1-1129

7410

December 14, 1970

United States Fidelity and Guaranty Co.
348 Central Building
Seattle, Washington 98104

Gentlemen:

On December 10, 1970, we wrote to you concerning release of final payment on Contract No. 7410 awarded to L. W. Vail Company, Inc., for work on the Haines-Wingville Section of the La Grande-Baker Highway in Baker County.

Final payment on this contract is $11,972.28 and the total contract amount is $244,797.53 including $3,755.47 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
H. S. Coulter

RECEIVED
DEC 10 1970
FU

1-1129
7410

December 10, 1970

United States Fidelity & Guaranty Company
340 Central Building
Seattle, Washington 98104

Gentlemen:

Contract No. 7410 awarded to L. V. Vail Company, Inc., for work on the Haines-Wingville Section of the La Grande-Baker Highway in Baker County, was completed September 29, 1970, and accepted by the Highway Commission on December 9, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 17, 1970.

You have been previously notified of claims filed against the contract; all of which have been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc L. V. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

United States Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc Ivan Merchant
Frank Morgan
H. S. Coulter
V. E. Skoog
Attn: John Herr

RECEIVED
DEC 9 - 1970
FOR FILING

1-1129
7410

December 9, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed September 29, 1970 on Contract No. 7410. The contract was with L. W. Vail Company, Inc., and was for grading and paving on the Haines-Wingville Section of the LaGrande-Baker Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 9, 1970 and that you concur in this procedure at the Commission meeting on January 5, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

RECEIVED
NOV 27 1970
FOR FILING

1-1129
7410

November 25, 1970

Cook's Radiator Shop
1812 First Street
Baker, Oregon 97814

Attention: J. W. Dooly

Gentlemen:

Thank you for your letter of November 20, 1970, informing us that you have received payment in full from L. W. Vail Company, Inc.

Our records indicate this would be in reference to the L. W. Vail Company, Inc., Contract No. 7410, in Baker County, and that your claim was in the amount of $36.50 for radiator repair.

This information will be noted in our records, and we will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr
cc L. W. Vail Company, Inc.
United States Fidelity & Guaranty Co.

bc Commission

NOTED ON CARD
11-25-70 DR.

Cook's Radiator Shop
1812 First Street
Baker, Oregon 97814
November 20, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. C.W. Head;

This is to notify you that we have received payment in full of the account we wrote to you about, in regards to the L.W. Vail Company, Inc.

Thank you for your interest in our problem.

Very truly yours,
J. W. Dooly
J. W. Dooly

RECEIVED

NOTED
C. W. HEAD

[illegible]
NOV 16 1970
FOR

1-1129
7410

November 13, 1970

Cook's Radiator Shop
1812 First Street
Baker, Oregon 97814

Attention: J. W. Dooly

Gentlemen:

This is to acknowledge receipt of your letter of November 6, 1970 with attached copy of purchase order stating that L. W. Vail Company, Inc., owes you for the clean and repair of radiator in the amount of $36.50.

From the description given in your letter, this appears to be in reference to the L. W. Vail Company, Inc., Contract No. 7410 for work on the Haines-Wingville Section of the La Grande-Baker Highway in Baker County.

The United States Fidelity & Guaranty Company, 340 Central Building, Seattle, Washington 98104, furnished the performance bond on this contract. We will advise the surety of the receipt of your claim letter, and we will also forward to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

CWM:dr

cc United States Fidelity & Guaranty Co.
L. W. Vail Co., Inc.

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.
Commission

NOTED ON CARD
11-12-70 DR

Cook's Radiator Shop
1812 First Street
Baker, Oregon 97814
November 6, 1970

Floyd Query
Secretary Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query;

I am writing you in regards to an account I have with L. W. Vail Co. Inc. who are doing a State Highway Contract # 7410 for you.

I am enclosing a second statement, which is like the one I sent to them the first of October, with the required Purchase Order No. on it.

Further I am enclosing a copy of their memorandom sent to me in reply, by their purchasing department.

I feel they are using thie method to stall payment on our account, and any help you might be able to give me I would appreciate.

Sincerely,

J.W. Dooly

J. W. Dooly

NOTED
FLOYD QUERY

RECEIVED
NOV 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

BAKER, OREGON 97814 Nov-1 1970

M. L. W. Vail Co

Box 847 . Pasco, Wash.

IN ACCOUNT WITH

COOK'S RADIATOR SHOP

1812 First Street 523-3822

Date		Charges	Credits
Sept. 22	Clean & repair radiator #3128 This was billed Oct. 1, 1970	36 50	

PURCHASE ORDER

L. W. VAIL CO., INC.

"AN EQUAL OPPORTUNITY EMPLOYER"

P. O. BOX 847 PHONE 547-9511

PASCO, WASHINGTON 99301

DATE

TO

ADDRESS

SHIP TO

ADDRESS

PLEASE SHIP THE FOLLOWING · ALL MATERIALS MUST CONFORM TO SPECIFICATION NUMBERS

QUANTITY	ITEM	ACCOUNT

CHARGE TO:

EQUIP. NO

OR:

JOB NO

L. W. VAIL CO., INC.

BY

IMPORTANT

Our Order Number must appear on all invoices, correspondence packages, etc. Please notify us immediately if you are unable to ship complete order by date specified.

RECEIVED
NOV 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

L. W. VAIL CO., INC.

L. W. VAIL, TREASURER
LEE ALEXANDER, PRESIDENT

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

OFFICE ON NORTH FOURTH STREET
PASCO, WASHINGTON 99301

P. O. BOX 847

PHONE:
547-9511

10/16/70

Cooks Radiator Shop

Gentlemen:

Invoices received at this office without purchase authority symbol (number) thereon, for this company, Blacktop Materials, Inc., or V. A. Ranch will be returned.

Always, at the time an order is placed with your firm, insist on a Purchase Order number for any purchase, work order, or charges made in the name of this company, Blacktop Materials, Inc., or V. A. Ranch, Pasco, Washington. This numbering system is essential to our internal accounting procedures, such as project job costing and equipment maintenance costing of this company, Blacktop Materials, Inc., Pasco, Washington and V. A. Ranch, Pasco, Washington. "Blanket Purchase Order Numbers" are not acceptable, that is, only one number per each invoice, and only one invoice for each Purchase Order is authorized.

All appropriate personnel employed by these companies are oriented on the Purchase Order system required. This number is also used to insure purchase authority of individuals authorized to purchase/or obligate funds and is therefore a protection procedure for your activity as well as ours. There are no exceptions. Extreme emergencies may be cleared at time of order, by telephone through our home office. Your cooperation will be appreciated.

RECEIVED
NOV 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

L. W. VAIL CO., INC.

George L. Cook
Purchasing Agent

Re your action advance

Please furnish Number, name or signature & return soonest LGC

RECEIVED
NOV 17 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511
xxxxxxxxx

November 12, 1970

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Flagging at Railroad Grade Crossing
Haines-Wingville Section
LaGrande-Baker Highway
Baker County
Contract No. 7410
Your files: D 315-2-174
580-5-1

NOTED
A. E. JOHNSON

Gentlemen:

This is in reply to your letter dated October 19, 1970 and your Mr. Bergmann's letter dated October 22, 1970. In your letter you state that the hauling operation across the county road grade crossing at Railroad M.P. 344.95 by L. W. Vail Company, Inc., was identical to that of Gordon H. Ball Company at McAllister Lane east of LaGrande, and for that reason the State should reimburse the Railroad for the flagmen placed at the crossing during part of Vail's hauling operation.

There are some similarities to the hauling patterns on the two projects. However, there are also some differences which I wish to bring out:

1. The Ball operation on McAllister Lane is one of great magnitude and will be continued for an extended period of time until the project is completed. It is expected that Ball will use this crossing for approximately five months in 1970 and two months in 1971. He also selected the source of his borrow and was told in our specifications that any hauling across the railroad for his own convenience would be at his own expense. The crossing at McAllister Lane is not at right angles, and there has been a bad accident experience at this grade crossing within the past year. For these combined reasons, it is understandable that flagmen should be present and track occupancy indicators installed at this crossing.

2. Vail's operation was adjacent to the railroad but entirely within Highway right of way. There was no involvement with the railroad in any way, and the crossing in question was open to the public. The approach from the borrow area to the crossing had the best sight distance available, since you could see nearly a mile in each direction when approaching the crossing from the west. The crossing is at right angles and in our opinion conditions could not be better anywhere. His operation was of a short duration, ten and one-half weeks, from July 10 to September 23, 1970, and we can see no more extreme hazard here than that presented by agricultural trucks hauling at harvest time.

The contract Vail has with the State will not allow the State to withhold payment from the contractor for the flagging performed by your forces. The State requires that the quality of the material incorporated into the project and the method of placement be in accordance with our specifications. How the contractor hauls the material to the project site from its source is up to him. He is required to obey all laws and conduct his operation in a safe manner. Please refer to our 1970 Standard Specifications for Highway Construction, Sections 105, 106, and 107.

Therefore, we reiterate the position set forth in our September 2 letter that our obligation at the above captioned location is no greater than with the traveling public on any county road.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

TWL:dl
cc: A. E. Johnson w/copy of UPRR letters
L. I. Lindas "
V. E. Skoog "
V. L. Gallagher "
H. S. Coulter "
L. V. Blickenstaff "
H. M. Fillmore "
L. James Bergmann UPRR

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
SAMUEL B. STEWART
ASST. GENERAL SOLICITOR
L. JAMES BERGMANN
JOHN F. WEISSER, JR.
GENERAL ATTORNEYS
ALLARD J. HEITKEMPER
ASST. GENERAL ATTORNEY
CHARLES N. ISAAK
ATTORNEY

628 PITTOCK BLOCK
PORTLAND, OREGON 97205
503 - 227-7771

NOTED
JACK L. SOLLIS

October 22, 1970

RECEIVED
OCT 26 1970
LEGAL

580-5-1

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
507 State Highway Building
Salem, Oregon 97310

Dear Mr. Sollis:

Enclosed please find copies of Mr. Hardin's letter dated October 19, 1970 to Mr. Morgan, together with prior correspondence relating to the cost of railroad flag protection utilized at the county road grade crossing of our main line track at milepost 334.95 east of Haines, Oregon, required on account of the use of the crossing by the State's highway contractor, L. W. Vail Company, Inc.

In controversy is less than $400 which our Company expended for a flagman to protect the county road crossing of our main line track at milepost 334.95 east of Haines, Oregon. Although the amount is not large, I believe that the principle is important.

The protection was required on account of the operations of the L. W. Vail Company which was making approximately ten crossings per hour of our track with semi-bottom-dump rigs in tandem. The Vail Company's operations involved work for the State Highway Division which did not otherwise affect the Railroad; and, as a consequence, there was no formal agreement between the State and the Railroad covering the contractor's work. Mr. Litchfield's letter of September 2, 1970 expresses the opinion, inter alia, that the absence of an agreement precludes the State from reimbursing the Railroad for the cost of the flag protection.

For many years, our Company has made every effort to cooperate with the State in its enumerable projects affecting our right of way. This cooperation has enabled the efforts of both State Highway personnel and personnel from our Company to be directed toward getting the job done, rather than to finding legal impediments to hinder the other's proposals. This cooperation has been mutually beneficial, in that it has facilitated projects and resulted in significant savings in terms of both time and money. If either the State or our Company had insisted on a showing by the other of an absolute, clear-cut legal obligation as a condition precedent to each and every step involved in a project, ninety-nine per cent of the effort would have been spent attempting to prove obligations and one per cent to construction, instead of the reverse.

Our assigning of a flagman to protect the crossing was directed toward "getting the job done". The fact that a formal agreement was not executed prior to the expense having been incurred should not preclude reimbursement.

Your contractor's use of the county road crossing materially altered the character of the road and substantially increased the hazards at the crossing. The increased hazard was recognized by the State, in that the contractor was required to station a flagman at the crossing of the county road with State Highway 30 a few yards away. The Railroad's flagman was stationed at the rail crossing after two "near misses", each of which was called to the attention of the State and the contractor. Had a collision occurred between our train and one of your contractor's trucks, total damage in terms of lives and dollars could have been astronomical. There is little doubt that the State, the County, the Railroad and the contractor all would have been involved for an extended period in litigation which inevitably would have resulted.

But for the cooperative relationship between our Company and the State, the changed usage of the county road resulting from your contractor's operations would undoubtedly have prompted our Company to consider legal proceedings to enjoin the operations until such time as the crossing was properly protected. The resulting delay would have caused an economic loss to the contractor, the State and the public far in excess of the cost of stationing a flagman at the crossing. Obviously for the relatively short duration involved, the installation of automatic signals would not have been economical. The stationing of a railroad flagman at the crossing was both reasonable and necessary, was the most practical and economical method of protecting the crossing, and was in the best interest of the State. The Railroad should be reimbursed for the expense incurred.

Would you please review this with State Highway Division personnel to determine the appropriate procedure for reimbursement.

Very truly yours,

RANDALL B. KESTER

By L. James Bergmann

LJB/nr
Enclosures

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 19, 1970

(File Ref. D 315 - 2 - 174)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad & Utility Engineer

Routing
Morgan
Pease
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 2[illegible] 1970
CONSTRUCTION
DIVISION

Dear Sir:

Flagging at Railroad Grade Crossing
Haines-Wingville Section
La Grande - Baker Highway, Baker County
Contract No. 7410

Please refer to your letter of September 2 and previous correspondence dealing with the need to provide a Railroad flagman at the County Road grade crossing of our Main Line Track, Milepost 334.95, east of Haines, due to your Contractor's use of the crossing.

You indicated in your September 2 letter that since the subject crossing is part of the County Road System and classified as a public crossing, the State cannot reimburse our Company for the flagman. Regardless of whether the crossing is public or private, and whether the contractor's equipment is licensed or unlicensed, the hazard remains the same and the accident potential is greatly increased by your contractor's use of the crossing with heavy hauling equipment which, in this case, involved crossing the track at approximate six-minute intervals.

This operation is almost identical to Gordon H. Ball's use of the McAlister Lane grade crossing east of LaGrande. In both cases the crossing is public and under jurisdiction of the County. The contractor's equipment at both crossings is identical, with the possible exception that the equipment might be licensed in one location and not at the other. The State has installed highway traffic signals governing movement of contractor's equipment at the intersection of McAlister Lane and the LaGrande-Baker Highway. At the highway intersection east of Haines, this protection was furnished by a contractor's flagman. You have previously recognized the State's responsibility to reimburse our Company for flagmen at the McAlister Lane crossing. Additionally, the State did not object to paying flagmen on the County road crossing at Nelson Point (Milepost 372.9) while its contractor was building grade for the railroad shoofly. I also understand that the State's contractors may have used public crossings at Arlington in 1953 and east of The Dalles in 1961 under flag protection, cost of which was reimbursed by the State. The U. S. Army Corps of Engineers, in similar situations, has recognized the hazards of its contractor's use of public crossings and has agreed to payment for railroad flagmen.

Will you please reconsider your position in view of the foregoing and advise.

Yours very truly,

R. B. Hardin

R. B. Hardin,
Superintendent

RECEIVED
DEC 8 - 1970
FOR FILING

1-1129
7410

File

November 6, 1970

Contract # 7410

U. S. Fidelity and Guaranty Company
3[illegible] Central Building
Seattle, Washington 98104
Attn: Mr. Robert R. Brown, Claim Dept.

Dear Mr. Brown:

Reference your letter of 4 November outlining claim of Lazy K Enterprises. Please note attached photo copy of our check number [illegible] forwarded to the Lazy K Enterprises on 29 October 1970.

Subject payment was promptly forwarded as soon as we were able to establish the validity of the charge through the concerned Job Superintendent (he was unavailable for sometime, having moved from Oregon to jobs in Idaho and Montana and later hospitalized there). The individual (Paul Scott) who signed the work order was hired off the bank in Oregon and did not have purchase authority. Our company superintendent currently in the Baker-Vale, Oregon area disclaimed the charges altogether, etc.

Our current firm purchase order system has insured prompt payment for fair and accurate charges in a four state area. We regret the obvious inconvenience to the Lazy K Enterprises Company however we must first establish the validity of any charge before we pay. When a purchase order system breaks down, as in this case, we are especially careful. We received our first invoice after its date of 8-16-70 and we received the statement after its date of 9-2-70. We paid same by check dated and forwarded 10-29-70. As credit manager for this company I wish we could move some of our own accounts receivable up to this schedule of payment.

Very truly yours,

L. W. VAIL CO., INC.

George L. Cook
Purchasing Manager

NOTED
FLOYD QUERY

GLC:bw
Incl: Photo copy of check
cc:
Floyd Query, Secy. Oregon State Hwy. Comm.
Donald Kelso, Lazy K. Enterprises

RECEIVED
NOV 9 - 1970
OREGON
STATE HIGHWAY COMMISSION

COPY

NOTED
C. W. HEAD

L. W. VAIL CO., INC.
ASPHALT PAVING CONTRACTORS
"If It's Done with Asphalt, We Do It"
PASCO, WASHINGTON

PASCO BRANCH
SEATTLE-FIRST NATIONAL BANK
PASCO, WASHINGTON

$\frac{98\text{-}453}{1251}$

7663

DATE	CHECK NO.	AMOUNT
10/29/70	7663	$150.00

PAY TO THE ORDER OF
Lazy K Enterprises
2630 Auburn
Baker, Oregon 97814

L. W. VAIL CO., INC.

BY NOT NEGOTIABLE

BY

⑆1251⑈0453⑆ 21380 001⑈

GROSS	DISCOUNT	INTEREST	AMOUNT	REMARKS
			150.00	A.c Payable

PLEASE DETACH THIS STATEMENT BEFORE DEPOSITING CHECK

L. W. VAIL CO., INC.
PASCO, WASHINGTON

THIS CHECK IS TENDERED IN PAYMENT OF ITEMS ABOVE

RECEIVED
NOV 6 - 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 12 1970

[illegible]
1-1129
7410

UNITED STATES FIDELITY AND GUARANTY COMPANY
340 CENTRAL BUILDING
SEATTLE, WASHINGTON 98104
TELEPHONE: 206/MAIN 2-7772

HARRY L. MASTERS, CPCU
MANAGER
MERTON L. MEEKER
ASST. MANAGER

November 4, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary Oregon State Highway Com.

Dear Sir:

Re: Our Principal: L.W. Vail Company
Bond Number: 7609-76-0120-909-70
Contract: 7410
Obligee: ~~Oregon~~ State Highway Department

Thank you very much for a carbon copy of your letter written in reply to Lazy K Enterprises regarding their unpaid equipment repair bill in the amount of $150.00. We note from the body of your letter that the Lazy K Enterprises claims our principal L. W. Vail Company, Inc. authorized Lazy K Enterrises to repair some of their equipment in connection with their contract for work on the Haines-Wingville section of the LaGrand-Baker Highway in Baker County. You have also enclosed a copy of L. W. Vail Company, Inc's letter to Lazy K Enterprises indicating that the agent of their company which apparently authorized the equipment repairs failed to give the repair agency a purchase order number. Apparently this has caused L. W. Vail Company, Inc. some concern in that only certain employees are granted this authority which of course allows them to control their job cost. At any rate, this company will certainly again bring Lazy K Enterprises unpaid billing to their attention and ask that they resolve it to everyone's mutual benefit.

Very truly yours,

Robert R. Brown

Robert R. Brown
Claim Department

NOTED
FLOYD QUERY

RRB:ht

cc ✓

NOTED
C. W. HEAD

RECEIVED
NOV 5 - 1970
OREGON
STATE HIGHWAY COMMISSION

Seattle 26 (7-69)

RECEIVED
NOV 19 1970

Claim File 4552

FILED
NOV - 4 1970
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

1-11-9
7410

November 2, 1970

Lazy K Enterprises
2630 Auburn
Baker, Oregon 97814

Attention: Donald H. Kelso

NOTED ON CARD
11-18-70 KL

Gentlemen:

This is to acknowledge receipt of your letter of October 26, 1970, with statements advising us that L. [illegible] Vail Company, Inc., owes you for equipment repair in the amount of $150.

From the description given in your letter, this appears to be in connection with the L. [illegible] Vail Company, Inc., Contract No. 7410, for work on the Haines-Wingville section of the La Grande-Baker Highway in Baker County.

The United States Fidelity & Guaranty Company, 340 Central Building, Seattle, Washington 98104, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc U. S. Fidelity & Guaranty Co.
L. [illegible] Vail Co., Inc.

bc Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter ✓

NOTED
C. W. HEAD

2630 Auburn
Baker, Oregon 97814
October 26, 1970

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

CERTIFIED MAIL - RETURN RECEIPT

#7410

Dear Mr. Query:

We wish to file a claim against L. W. Vail Co., Inc., P.O. Box 247, Pasco, Washington, in the amount of $150.00, supported by a copy of work order #051 which is attached. Vail was prime contractor on the section of Old Highway 30 between Baker and Haines, Oregon this summer.

A statement and copy of the job ticket were sent to Vail at Pasco on August 17, 1970. A few days later a representative of Vail Company came by and said he would bring me a purchase order number. He did not return. Another statement was sent to Pasco the first part of September. On September 26, 1970, we received the attached photo copy of a letter from Vail Co. At the time the job was brought into my shop nothing was said about a purchase order being required before payment could be made. Since Vail Company completed the job here and moved on we had no one to contact here. A statement in October brought no results.

We will appreciate any help and/or assistance you are able to provide.

Sincerely,

LAZY K ENTERPRISES

Donald H Kelso

Donald H. Kelso
Owner

cc: L. W. Vail Co., Inc.

Enclosures - 3

Clc

NOTED
FLOYD QUERY

RECEIVED
OCT [illegible] 1970
STATE HIGHWAY COMMISSION

LAZY K ENTERPRISES

AUTO-TRUCK-TRACTOR REPAIR
BODY SHOP-PORTABLE WELDING
PHONE 523-4224
2630 AUBURN BAKER, OREGON 97814

051

NAME L. W. Vail Co inc
ADDRESS Pasco Washington
CITY
PHONE 547-9511
RECEIVED A.M. P.M.
DATE 8-16-70
PROMISED A.M. P.M.
CUSTOMER'S ORDER NO
TERMS
ORDER WRITTEN BY

MAKE	TYPE OR MODEL	YEAR	SER. NO. / MTR NO	LICENSE NO.	SPEEDOMETER
WT	16 Water		truck	T288110	

OPER. NO.	INSTRUCTIONS	
	Weld Watertank	
	Repair Bottom	150 00
	Sunday 13 hr.	

I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the car or truck herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above car or truck to secure the amount of repairs thereto.

x Paul Scott

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

GAS. OIL AND GREASE	PRICE
GALS. GAS @	
QTS. OIL @	
LBS. GREASE @	
TOTAL GAS. OIL & GREASE	

F. S.

PHONE WHEN READY: YES ☐ NO ☐

TOTAL LABOR	150 00
TOTAL PARTS	
ACCESSORIES	
GAS. OIL & GREASE	
OUTSIDE REPAIRS	
TAX	
TOTAL AMOUNT	150 00

MATERIAL USED

QUAN.	PART NO.	DESCRIPTION	PRICE
		OUTSIDE REPAIRS	
		BROUGHT FORWARD	
		TOTAL PARTS	

QUAN.	ACCESSORY NO.	ACCESSORIES	PRICE
		TOTAL ACCESSORIES	

FORM 484

If It's Done With Asphalt We Do It

L. W. VAIL CO., INC.

L. W. VAIL, TREASURER
LEE ALEXANDER, PRESIDENT

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

OFFICE ON NORTH FOURTH STREET
PASCO, WASHINGTON 99301

P. O. BOX 847

PHONE:
547-9511

The Manager
Lazy K Enterprises
Baker, Oregon

9/23/70

Gentlemen:

Invoices received at this office without purchase authority symbol (number) thereon, for this company, Blacktop Materials, Inc., or V. A. Ranch will be returned.

Always, at the time an order is placed with your firm, insist on a Purchase Order number for any purchase, work order, or charges made in the name of this company, Blacktop Materials, Inc., or V. A. Ranch, Pasco, Washington. This numbering system is essential to our internal accounting procedures, such as project job costing and equipment maintenance costing of this company, Blacktop Materials, Inc., Pasco, Washington and V. A. Ranch, Pasco, Washington. "Blanket Purchase Order Numbers" are not acceptable, that is, only one number per each invoice, and only one invoice for each Purchase Order is authorized.

All appropriate personnel employed by these companies are oriented on the Purchase Order system required. This number is also used to insure purchase authority of individuals authorized to purchase/or obligate funds and is therefore a protection procedure for your activity as well as ours. There are no exceptions. Extreme emergencies may be cleared at time of order, by telephone through our home office. Your cooperation will be appreciated.

Very truly yours,

L. W. VAIL CO., INC.

George L. Cook
Purchasing Agent

1-1129
7410

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Haines-Wingville

WEEK ENDING: Oct. 23,1970

SECTION PREFIX: 1-1129

HIGHWAY: LaGrande-Baker

COUNTY: Baker

NAME OF JOB: Haines - Wingville

KIND OF WORK: Grading & Paving

CONTRACTOR: L.W.Vail Co. Inc.

CONTRACT NUMBER: 7410

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 12,1970

DATE WORK STARTED: July 1,1970

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED work DAYS 100

WORK DAYS USED

CALENDAR work USED 93

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $277,990.44

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $255,956.14

ENGINEERING AUTHORIZATION: $22,043.44

This week 891.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $246,656.70

ENGINEERING COST TO DATE: $20,074.50

DATE PROJECT WAS COMPLETED: Sept.29,1970

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 91 %

Semi-final to be completed October 23,1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.10	4110			4.10
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.10	4.10			4.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,600	24,070			13,700
TOTAL QUANTITIES CORRECTED TO DATE	19,928	25185			14,494
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,928	25,185			14,494
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DATE CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Ptly. C loudy			
TUESDAY	Showers			
WEDNESDAY	"			
THURSDAY	Cloudy			
FRIDAY	Showers			
SATURDAY				

RECEIVED
OCT 2[illegible] 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	–
MONDAY	One man working on semi-final.
TUESDAY	Two men working on semi-final.
WEDNESDAY	Two men working on semi- final.
THURSDAY	One man working on semi-final.
FRIDAY	Two men working on semi- final.
SATURDAY	

REMARKS

Two men working all week on semi-final which will be submitted today.

SIGNED L.W.B. [illegible] By Ray Scott LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP F216

RECEIVED
SEP 4 - 1970

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511 ~~364-2171~~

September 2, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: R. B. Hardin

Re: Flagging at Railroad Grade Crossing
Haines-Wingville Section
La Grande-Baker Highway
Baker County
Contract No. 7410

Gentlemen:

This is in reply to your letter dated August 10, 1970, wherein you advised that on July 14 and August 7 one of our contractor's drivers drove directly in front of one of your trains and caused the train to go into emergency operation.

We have investigated this situation and have found that on August 7 the train did stop but that it was not observed to have begun to apply the brakes until it had passed the crossing. The train on July 14 did not stop and no witnesses indicated that it even slowed down. However, we have brought this to the attention of our contractor and his drivers, and you may be assured that the drivers do not want to be hit by a train any more than the train wants to hit the trucks. The drivers are using normal precautions in approaching the crossing, and the danger at this crossing should not be any greater than that at any other public crossing frequented by heavy hauling vehicles.

Inasmuch as this is a county road crossing and is protected by standard protection for a crossing of this type, we do not feel that it is necessary to place a flagman here any more than any other crossing. You placed the flagman at your election, and there is no legal basis on which you may assess the State for the cost of the flagman on this public crossing. Therefore, the State will not agree to reimburse you for your expenses incurred at this location.

We sincerely regret the inconvenience this has caused you, but our obligation here is no greater than with any of the traveling public on a county road.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
cc: A. E. Johnson (w/copy of UPRR letter)
L. I. Lindas "
V. E. Skoog "
V. L. Gallagher "
H. S. Coulter "
H. M. Fillmore "
L. V. Blickenstaff "

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

Routing
Docket

RECEIVED
AUG 12 1970
CONSTRUCTION
DIVISION

E

August 10, 1970

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

Dear Sir:

Haines-Wingville Lane Section
LaGrande-Baker Highway State Project (70-71)

This letter will confirm previous conversations between this office and your Mr. Litchfield concerning flag protection required at County road crossing (Railroad MP 334.95) east of Haines, Oregon, presently being used as a haul road by State's Contractor L. W. Vail Co., Inc., in performing work for the State on the above-captioned project.

This office has been notified that on July 14 and August 7, Contractor's trucks drove directly in front of trains, narrowly missing being struck and causing trains to go into emergency operation. These trucks in both instances have been identified as working for L. W. Vail Co. Although the crossing is protected with stop signs and periodic checks indicate that trucks are for the most part obeying the stop signs, it is apparent that one or more of these truck drivers have been in a hurry and tried to beat the train at the crossing. I understand that trucks are crossing the track at this location at approximate six-minute intervals and that Contractor will be using this crossing for approximately 90 days.

In order to protect our train operation, it is necessary that we assign a Railroad flagman at the crossing. He has been instructed to stop traffic when any train is in sight of the crossing. He will also keep the crossing clean of any spillage from Contractor's hauling operation. Cost of this flagman will be billed against the State.

It is regretable that situations such as this occur. A representative of this office as well as from the Operating Department has previously contacted your Contractor and endeavored to point out the hazards they are setting up by not taking proper precautions when moving over railroad crossings. It was our hope after these meetings that the State and/or Contractor would control this situation; but evidently this was not possible.

Yours very truly,

R.B. Hardin

R. B. Hardin

(CC: Mr. L. V. Blickenstaff
Oregon State Highway Resident Engineer
P. O. Box 269
Baker, Oregon 97814)

H.S. COULTER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
August 17, 1970

SUBJECT: Haines-Wingville Sec.
La Grande-Baker Highway
Contract 7410

To: Mr. H. S. Coulter
Regional Engr.
La Grande

On July 14 I had a call from Mr. Shirley saying Mr. Scanlon of the UPRR had called him to say there had been a near miss with a Vail Co. truck on the subject project with the train missing the truck by 14 inches.

I went to the job to investigate this and could find no one who knew of any near misses. I did find that one truck driver, after stopping at the stop sign, had pulled up near the tracks, saw a train coming and stopped again. He then sat there without moving until after the train had gone by. No one who observed this considered the train had been endangered but could see that it quite likely had worried the engineer on the train.

I then called Mr. Scanlon about this and he told me the engineer on the train had reported there had been a near miss. Mr. Scanlon said he did not know how the 14 inches had been determined nor did he know if the near miss involved the truck stopped near the crossing or some other truck.

I informed both Mr. Shirley and Mr. Scanlon that we would have the contractor caution his drivers about this and this was done. I also saw the contractor's foreman observing this crossing to see that his drivers were obeying his orders. After that we, the contractor's foreman and a railroad representative observed this crossing at various times to see that the stop signs were being obeyed and that reasonable precautions were being taken and to my knowledge we were all satisfied that they were.

Sometime later a UPRR representative came to my office to discuss this crossing saying there had been some near misses. I told him I thought we had this all cured and wondered if this was something new and he said it was. Since neither the contractor nor I knew of any such incidents I asked about them. From what I could determine from the conversation, the trains travel about 60 MPH in this area and at that speed it takes them approx 1½ miles to stop. If the RR engineer sees a truck crossing the tracks while the train is 1½ miles from the crossing he considers this to be a near miss. I said we were concerned about this, would watch this crossing, would again caution the contractor which we did.

On August 7 I was again asked to contact the railroad concerning near misses which I did and at that time was asked by the RR to see if the contractor would put a flagman at this crossing. Mr. Scott from our office informed the contractor's superintendent of this and he said he would contact Mr. Vail. Then later in the day I was requested to call Mr. Hansen of the UPRR in La Grande which I did.

see page 2

He said there had been another near miss and said the engineer on the train had reported that a Vail Co. truck had approached the crossing without stopping at the stop sign, that the front wheels of the truck had passed over the tracks and that the dual wheels of the truck were on the track. He said at that time the train crew took emergency positions on the floor of the engine and the train automatically came to a stop. I asked Mr. Hansen what happened to the truck and he said the truck had backed off the tracks. I told him I doubted the engineer's statement about this and he said he didn't as this was one of their best train crews.

I talked to Mr. Joe Hayse, our inspector, who was near the crossing at the time and had observed this incident and he said that no wheel of the truck was ever on or over the tracks. He also said the truck had stopped at the stop sign. I then had Ray Scott get a statement from Vail contractor and state employees who had observed this and these statements are attached.

At the time of this last incident the railroad put one of their flagmen at this crossing and he has been there since.

With referance to Mr. Hardin's letter of Aug. 18, I have never before heard that the train went into emergency operation on July 14. The train did not stop nor did anyone I talked to notice that it even slowed down. The train did stop on Aug. 7.

The rate of use of this crossing by the Vail trucks varies but the 6 minute intervals mentioned is approximately corredt. I expect the contractor to continue using this crossing until Approx. Sept. 20. According to the contractor's present plans there will be no or very little truck traffic on this crossing during the week of Aug. 23-29.

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

Copies to:
AE Johnson
LI Lindas
FD Morgan

No. 1 Statement of Joe Hayse, OSHD Inspector on the project.

"At Approx. 11:05 AM August 7, 1970 one of the L. W. Vail trucks, No. 42, which was hauling base rock, after stopping at the R.R. crossing (Pole Line Rd.) passed forward as if to cross the tracks. Apparently he did not see the approaching train for as soon as he noticed it he backed off the crossing. The train was in the process of stopping for this truck (emergency stop), did stop and evidently checked the train over for a period of about 10 minutes. This truck did not actually get on the tracks, possibly the bumper was over the first rail. I was standing approx. 250 feet from the crossing and possibly 4 feet below it."

No. 2 Statement of Dick Hay, driver of truck No. 42

"I pulled up to the crossing and stopped, saw the train and was watching the dumpman to see which way he wanted me to go with my load. I decided to back up a little way to give the train plenty of room and in so doing I caught first gear (first gear and reverse are side by side). As soon as I realized what I had done I hit the brakes and shifted into reverse and backed up. Possibly my bumper was over the first rail but I don't think so. I can understand what the engineer must have thought. The train didn't start to stop until he wasabout ¼ mile past the crossing and I thought something ~~xxx~~ had happened at the next crossing. I was never scared. I drove for Consolidated freight for 12 years and belong to the safe driver's million mile club, have never had an accident in 20 years of driving. I drove 5 years for Mitchell Bros. and the rest of the time on construction."

No. 3 Statement of Bob ~~xxxs~~ La Dow, driver of Truck #68 which was the truck just ahead of Truck #42. (Crossing is at Sta. 184+10 and this man was setting in his truck at Approx. Sta. 184)

"I saw the train when I pulled across the tracks but as it was a mile or so away, I pulled across and parked immediately across the highway from the crossing and was waiting for the dump man to dump my load. I saw Dick pull up and stop and then pull ahead. I also saw the train coming and I thought there was going to be a collision but I couldn't tell for sure just where the truck was in relation to the tracks. It seemed to me as if the train was past the crossing before he made any attempt to slow down. This was not a sliding stop."

No. 4 Statement of Bob Van Pelt, driver of the truck immediately behind Truck #42.

"I was at the crossing and stopped behind Truck #42 before the engine of the train passed and I couldn't tell for sure if Hay had backed up but if he did, he did it before I got there. The engine was at least ¼ mile past the crossing before he started to slow down."

RECEIVED
AUG 13 1970

FORM E-30 (12-67)
FOR FILE

1-1-7
7410

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1970

SUBJECT: Flagging at Railroad Grade Crossing
Haines-Wingville Section
LaGrande-Baker Highway
Baker County
Contract No. 7410

To:

MEMO TO THE FILES

On August 7, 1970, our Resident Engineer L. V. Blickenstaff called me and discussed the decision of the Union Pacific Railroad Company of placing a railroad flagman at the county road grade crossing which is being used by the contractor for access from a material source of his selectionto the project site.

The Railroad has expressed concern about the contractor's trucks crossing in front of trains in an unsafe manner. Mr. Blickenstaff advises that the contractor's trucks are stopping as required, and all the truck drivers are aware of the concern of the Railroad and have been observed by State, contractor and Railroad personnel. Mr. Scanlon of the Railroad advised me on August 7, 1970 that an Engineer on one of their trains reported a near miss that morning when a truck pulled out in front of a train. Mr. Blickenstaff advised that a truck was stopped at the crossing but rolled slowly towards the track and the Engineer brought the train to an emergency stop in fear of a collision. I do not know if these two instances are one and the same. Mr. Scanlon indicated that the Railroad was going to place a flagman at the crossing and bill the State for the expense.

Mr. Blickenstaff, Mr. James E. Singleton, Administrator of the Transportation Division of the PUC, and I discussed this matter in light of the fact that it is a public road, the grade crossing is protected by Crossbucks and "STOP" signs, and the contractor is hauling with legal trucks. It was Mr. Singleton's opinion that the Railroad could not legally force either the State or the contractor to pay for the cost of the flagman. We did suggest to Mr. Blickenstaff, however, that he contact the County Sheriff's office and request that this crossing be patrolled to assure that the "STOP" sign was being obeyed. I also requested Mr. Blickenstaff to take note and keep records of when a flagman is at the crossing.

NOTED
A. E. JOHNSON

It is expected that the Railroad will submit a bill for this work. It should not be paid until it is proven that either the State or the contractor is legally responsible to pay this bill. Mr. Scanlon has been so advised by telephone. I will discuss this matter with Mr. Sollis when he returns from his vacation on August 17, 1970.

TWL:fw
cc: A. E. Johnson
L. I. Lindas
V. E. Skoog
V. L. Gallagher
H. S. Coulter
L. V. Blickenstaff
H. M. Fillmore

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1970
FOR FILING

1-1129

7410

June 17, 1970

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

Enclosed are three copies of Contract No. 7410 for $240,245.50 awarded to you by the State Highway Commission on June 12, 1970. This contract is for grading and paving on the Haines-Wingville Section of the La Grande-Baker Highway in Baker County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 29, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
H. S. Coulter
L. V. Blickenstaff

4-3337 Tolovana Beach Wayside, on the 1970
Oregon Coast Highway, S. of
#7411 Cannon Beach

RECEIVED
JUL 2 - 1971
FORM S-30
FOR FILING

4-3337
7411

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 25, 1971

To: MEMO TO THE FILE

SUBJECT: Tolovana Landscape Project

On June 24 I stopped at Tolovana Beach Wayside to check progress on the current landscape project. The only plant materials in the ground were plain tree maples. Reportedly, they arrived at the site bare-rooted and already leafed out. At final inspection, a close look should be taken at these trees to be sure they don't need to be replaced prior to beginning a plant establishment. Other plants at the site, but not in the ground, were Sitka spruce, Shore pine, salal, and Western swordfern. The only acceptable plants were the swordfern which were in gallon cans. The Sitka spruce and Shore pine, although balled and burlapped, were collected stock. The balls were broken and not uniform, and roots as big as your thumb had been pruned. The salal was not container grown or balled in burlap, but held together with little clumps of dirt around the roots. They were setting on the black-top with no attempts made to heal them in until they could be planted. I discussed this with the project inspector, and it was decided to reject the spruce, salal, and Shore pine, and accept the fern. All replacement plant material for the job must meet minimum standards as established by the specifications before they will be accepted.

Larry Jacobson
Parks Planning Supervisor

LJ:av

cc: Loren Weber
Roy Olson
Gerald Wimer

P.S. Mr. Harris visited my office on 6/25/71 to further discuss the plant rejections. After a serious discussion and page thumbing session, I agreed to let them plant the salal, with the understanding that prior to beginning the establishment period, any poor plants must be replaced with "spec" material. I think I got beat, but his education was about as good as mine.

MAR 26 1971

FOR FILING

4-3337

7411

March 26, 1971

U. S. Fidelity and Guaranty Company
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On March 22, 1971, we wrote to you concerning release of final payment on Contract No. 7411 awarded to All-City Landscape, Inc., for work in Tolovana Beach State Wayside in Clatsop County.

Final payment on this contract is $1,478.37 and the total contract amount is $21,236.25. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc All-City Landscape, Inc.
29 N.E. 148th Ave.
Portland, Oregon 97230

Frank Morgan
Ivan Merchant
V. E. Skoog
 Attn: John Kerr
R. D. Asburry

RECEIVED
MAR 23 1971
FOR FILING

4-3337
7411

March 22, 1971

U. S. Fidelity and Guaranty Company
101 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7411 awarded to All-City Landscape, Inc., for work in Tolovana Beach State Wayside in Clatsop County was completed December 10, 1970, and accepted by the Highway Commission on March 19, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 29, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc
All-City Landscape, Inc.
39 N. E. 148th Ave.
Portland, Oregon 97230

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. D. Asburry

RECEIVED
MAR 22 1971
FOR FILING

4-3337
7411

March 19, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 10, 1970 on Contract No. 7411. The contract was All-City Landscape, Inc. and was for a toilet building on the Tolovana Beach State Wayside Section in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 19, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. B. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

4-3337
7411

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Tolovana Beach State Wayside	WEEK ENDING January 2, 1970
		SECTION PREFIX 4-3337
	HIGHWAY	COUNTY Clatsop
NAME OF JOB Tolovana Beach State Wayside	KIND OF WORK Toilet Building	
CONTRACTOR All-City Landscape, Inc.	CONTRACT NUMBER 7411	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 12, 1970	DATE WORK STARTED June 17, 1970	ESTIMATED COMPLETION DATE December 10, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $ 24,206.44	SPECIFIED COMPLETION DATE December 31, 1970	PERCENT OF TIME ELAPSED 89.7
EXCLUSIVE OF ENGINEERING: $ 22,092.34	ENGINEERING AUTHORIZATION $ 2,114.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 21,236.25	ENGINEERING COST TO DATE $ 3,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 1.4 %	PERCENT OF AUTHORIZATION 156.1 %	DATE PROJECT WAS COMPLETED: December 10, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Toilet Bldg.						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Showers			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Holiday			
SATURDAY				

RECEIVED
Construction Division

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12-27	
MONDAY 12-28	
TUESDAY 12-29	
WEDNESDAY 12-30	
THURSDAY 12-31	
FRIDAY 1-1	
SATURDAY 1-2	

REMARKS

This will be the last weekly report as the semi-final will be sent in the first part of the week.

SIGNED Charles W. Elsey LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JUN 17 1970
FOR FILING

4-3337
7411

June 16, 1970

All-City Landscape, Inc.
29 N.E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7411 for $21,141 awarded to you by the State Highway Commission on June 12, 1970. This contract is for a toilet building in Tolovana Beach State Wayside in Clatsop County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cr
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
R. D. Asburry
Vern Shull
David Talbot

310-1738 Drain ("C" Street) Section, 1970
(Grading and paving)
#7412

(NA 3884

Date November 9, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1970

Contract # 7412 Prefix 310-1738 Survey Prefix 310-1415

Street "C" Street

City Drain

Payments to Contractor (see attached voucher)	$ 16,071.12
Engineering and Contingencies	1,912.13
Survey: Total $ 947.77 Prorated Share	--
TOTAL	17,983.25
Agreed State Share	17,983.25
Agreed City Share	--
City Advance Deposit	--

Reference: Outside Billing None

OHM:mm

RU

REGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REV. 6-63)

COUNTY DOUGLAS

CONTRACT NO. 7412

ESTIMATE NO. 5 Final

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION DRAIN /C STREET/

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
9N ASPH STREET CONNECTIONS	ONLY	40.0000	4.000
PRICE AGREEMENT ITEMS			
9N GENERAL EXCAVATION	LUMP SUM	2300.0000	100.000
9N PURCHASE COURSE AGGREGATEBASE	CU YD	5.8300	465.000
9N CLASS B A C 6 IN THICK	SQ YD	3.8600	2,382.910
FORCE ACCOUNT ITEMS			
9N LIME TREAT SUBGRADE			

[illegible] 22 70 PG. 01 7412

TOTAL CONTRACT ITEMS

OUS VOUCHER NO.

% RETAINED ON CONTRACT ITEMS

ED BY: CP/ea

FORCE ACCOUNT

IEER OR AUDITOR

Alfred W. Bates

TOTAL PAYMENTS

CONTRACT NO. 7412

ESTIMATE NO. 5 Final

PREFIX NO'S

310 1738 204 (41) 719.95 Dr.

FEDERAL AID PROJECT NO.

REET/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ONLY	40.0000	4.000	160.00	160.00	
LUMP SUM	2300.0000	100.000	2300.00	2300.00	
CU YD	5.8300	465.000	2710.95	2710.95	
SQ YD	3.8600	2,382.910	9198.03	9198.03	
			1702.14	1702.14	

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	14368.98	14368.98	
- % RETAINED ON CONTRACT ITEMS	-	719.95	719.95
FORCE ACCOUNT	1702.14	1702.14	
TOTAL PAYMENTS	16,071.12	15,351.17	719.95

RECEIVED
SEP 11 1970
FOR FILING

310-1738
7412

September 11, 1970

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7412 awarded to Wildish Construction Co. for grading and paving "C" Street in the City of Drain in Douglas County, was completed July 28, 1970, and accepted by the Highway Commission on September 10, 1970.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 18, 1970.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

cc: Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

F. D. Morgan
I. D. Merchant
C. T. Keasey
V. E. Skoog
Attn: John Herr

RECEIVED
SEP 15 1970
FOR FILING

310-1738
7412

September 11, 1970

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 11, 1970, we wrote to you concerning release of final payment on Contract No. 7412 awarded to Wildish Construction Company for grading and paving "C" Street in Drain in Douglas County.

Final payment on this contract is $719.95 and the total contract amount is $16,071.12, including $1,702.14 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

F. D. Morgan
I. D. Merchant
C. T. Keasey
V. E. Skoog
Attn: John Herr

SEP 11 1970

310-1738
7412

September 10, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 28, 1970, on Contract No. 7412. The contract was with Wildish Construction Company and was for grading and paving on the Drain ("C" Street) Section in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 10, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

ms sr

OREGON STATE HIGHWAY DEPARTMENT 09/01/70 **PROGRESS ESTIMAT**

SECTION DRAIN /C STREET/
COUNTY [illegible]GLAS
AWARDED 06
HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 50 CWD
B)
C)
EXTENSION
TYPE WORK GRADING AND PAVING
CONTRACTOR WILDISH CONSTRUCTION CO
EUGENE

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION PA 1	LUMP SUM	2500000	1000	[illegible]50000		
002	COARSE AGG BASE 14 IN THICK PA 2	SQ YDS	21000	258000	541800		
003	3/4IN-0 AGG BASE 2 IN THICK PA 2	SQ YDS	3500	258000	90300		
004	CLASS B A C 3 IN THICK PA 4	SQ YDS	21000	258000	541800		
005	ASPH STREET CONNECTIONS	ONLY	400000	[illegible]	16000	4000	16000
	TOTALS FOR ORIG. CONTRACT				143990		16000
	PRICE AGREEMENTS						
30101	GENERAL EXCAVATION	LUMP SUM	2300000			100000	230000
30201	DOC DELETE ITEMS 2 & 3						
30301	PURCHASE COURSE AGGREGATE BASE	CU YD	58300			465000	271095
30401	CLASS B A C 6 IN THICK	SQ YD	38000			2382910	919803

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 06 12 70

F.A.P.

CONTRACT NO. 7-12

WORK DONE TO:

C&D

EXTENSION

APPROVED

PREFIX 310 1738

A) 31 CWL

ESTIMATED DATE OF COMPLETION:

NSTRUCTION CO

USED B)

ESTIMATE NO. 003

C)

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 07/28/70		TO COMPLETE 07/28/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
4000	16000	4000	16000					
	16000		16000					
100000	232000	100000	230000					
469000	271095	469000	271095					
2382910	919003	2382910	919003					

OREGON STATE HIGHWAY DEPARTMENT 09/01/70 **PROGRESS ESTIMATE**

SECTION DRAIN /C STREET/
COUNTY UGLAS
AWARDED 06

HIGHWAY CITY STREET
SPECIFIED COMPLETION A) 50 CWD B) C)
EXTENSION

TYPE WORK GRADING AND PAVING
CONTRACTOR WILDISH CONSTRUCTION CO EUGENE

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
30402	DOC DELETE BI 4						
	FORCE ACCOUNTS						
8L1	LIME TREAT SUBGRADE						170214
	* TOTAL PAY COSTS				1439900		1607112
	ADD. ANTICIP. ITEMS						
94001	FLAGGING				10000		
98999	CONTINGENCIES				65245		
99999	ENGINEERING				144990		144988
	GRAND TOTALS				1660135		1752100

------ RESIDENT ENGINEER ____________________ DATE 0

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

CWD

AWARDED 06 12 70

F.A.P.

CONTRACT NO. 7412

WORK DONE TO:

EXTENSION

APPROVED

PREFIX 31[illegible] 1738

A) 31 CWD

USED B)

C)

ESTIMATED DATE OF COMPLETION:

NSTRUCTION CO

ESTIMATE NO. 003

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 07/28/70		TO COMPLETE 07/28/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						9N		
	170214		170214			9N		
	1607112		1607112					
						9N		
	144988		83359		61629			
	1752100		1690471		61629			
ATE	DIVISION ENGINEER							

'70 aca

City of Drain

"In The Heart of The Douglas Fir Region"

DRAIN, OREGON

T. A. MYERS
MAYOR

COUNCILMEN
GLEN WOOLLEY
C. R. MILLER
HUGH WHIPPLE
ARTHUR CORMIER

VERNE THOMAS
RECORDER

MRS. MILDRED OLSSON
TREASURER

August 11, 1970

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Department
1945 S. E. Stephens Street
Roseburg, Oregon

Attention: A. W. Bates
Resident Engineer

Dear Mr. Bates:

Upon completion of the work project by Wildish Construction Company on C Street in Drain, the work was inspected and deemed satisfactory by the City.

Very truly yours,

CITY OF DRAIN

V. R. Thomas

V. R. Thomas
City Recorder

VRT:nc

310-1738
7412

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Drain ("C") Street
WEEK ENDING: August 7, 1970
SECTION PREFIX: 310-1738
HIGHWAY: City Street
COUNTY: Douglas
NAME OF JOB: Drain ("C" Street)
KIND OF WORK: Grading & Paving
CONTRACTOR: Wildish Construction Company
CONTRACT NUMBER: 7412
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 12, 1970
DATE WORK STARTED: July 7, 1970
ESTIMATED COMPLETION DATE: Completed July 28, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED work CALENDAR DAYS: 50
work CALENDAR DAYS USED: 32
SPECIFIED COMPLETION DATE: August 13, 1970
PERCENT OF TIME ELAPSED: 64
PROJECT AUTHORIZATION: $ 16,601.35
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 16,400.00
ENGINEERING AUTHORIZATION: $ 1,449.90
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,900.00
ENGINEERING COST TO DATE: $ 1,373.80
DATE PROJECT WAS COMPLETED: July 28, 1970
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 9 %
PERCENT OF AUTHORIZATION: 95%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED	0.10	0.10			0.10
MILES COMPLETED	0.10	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,580	1,290			2,580
TOTAL QUANTITIES CORRECTED TO DATE	2,383	500			2,383
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,383	465			2,383
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				None, Project completed July 28, 1970
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
10 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed July 28, 1970. The Semi - Final Estimate will be submitted August 10, 1970.

SIGNED Alfred W. Bates LOCATION Roseburg, Oregon
Alfred W. Bates, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 17 1970
FOR FILING

310-1738
7412

June 16, 1970

Wildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7412 for $14,399 awarded to you by the State Highway Commission on June 12, 1970. This contract is for grading and paving on the Drain ("C" Street) Section in Douglas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 27, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

er
Enclosures

bc: F. D. Morgan
D. J. Barbee
I. D. Merchant
C. T. Keasey
A. W. Bates

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Section "C" Street Highway City of Drain County Douglas Prefix 310-1415

Res. Engr. A. Bates Approx. Length 0.12 Miles. Sta. ______ to Sta. ______ Date 3-16-70

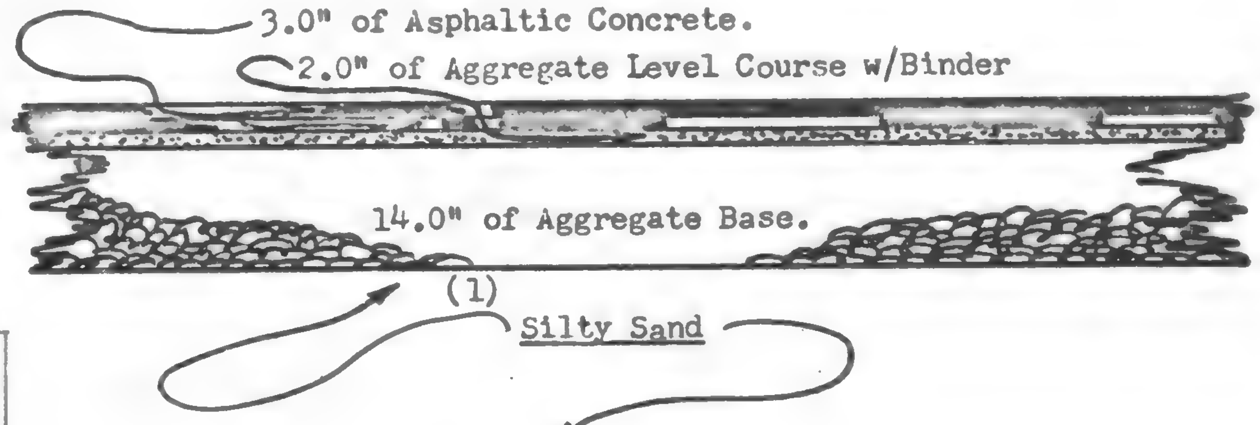
Mean Truck A.D.T. 57 Traffic Coefficient 6.5 18 kip s.a. per day 8.2.

Annual Precipitation 43"± Frost Penetration - - - - - - -.

3-16-70

(1)
Typical Soil

24	LL
6	PI
100	%P 10
51	%P200
0	%Gravel
19	%C Sand
30	%F Sand
33	%Silt
18	%Clay
5	"R" Value


3.0" of Asphaltic Concrete.
2.0" of Aggregate Level Course w/Binder
14.0" of Aggregate Base.
(1)
Silty Sand

See Page 2 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	6.0	3.0	AC
	2.0	2.0	Level
	14.0	14.0	AB
22.0	22.0	19.0	

AASHO CLASSIFICATION:

A-4 (3)

MATERIAL SOURCES:

To be determined by the Engineer

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MAR 30 1970
FOR FILING

310-1415

cc:
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County-City (2)

Submitted by ______________ for Staff Assistant

Recommended by ______________ Engineer of Materials

Recommended by ______________ Construction Engineer

Approved by ______________ Asst. State Highway Engineer

SECTION: "C" Street

HIGHWAY: City of Drain

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
5.0 - 6.0	2.0"	- - -	2.0"	12.5"	- -	18.5"	16.5"
Cars Only	2.0"	- - -	2.0"	7.5"	- -	13.5"	11.5"

Remarks:

The existing roadway at the time of the condition survey in December 1969, was in poor condition. The Asphaltic Concrete Wearing Surface ranged from 2.0" to 2.5" in thickness, broken, numerous alligatored areas, and in general distressed throughout. Base material depths varied from 15.5" to 20.0" of 6.0" quarry run material. Tests of the base indicated high liquid limit and plasticity index, low sand equivalent, an excess of material Passing the #200 sieve, with an "R" Value of 21. Utilization of the existing Asphaltic Concrete structure was not considered feasible.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	- - "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: "C" Street
HIGHWAY: City of Drain
COUNTY: Douglas

1100 Present ADT (1970)
4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	30	1.5	45	38	450	17,100
3	15	1.5	23	19	1000	19,000
4	0				1250	- - -
5	0				3180	- - -
6	0				2570	- - -
				57	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 36,100
TWENTY YEAR EWL 722,000
TRAFFIC COEFFICIENT 6.5

SECTION: "C" Street
HIGHWAY: City of Drain
COUNTY: Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good x Fair ____ Poor ____
Remarks: ____

5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: See remarks

10. Stimulation of Competition: See remarks

11. Construction Consideration: See remarks

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete

13. Traffic Safety: Not a problem

14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.12 mi.) section. Traffic does not warrant the use of C.R.P.C.C.

RECEIVED
MAR 10 1970
FOR FILING

310-1788
7412

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

1859

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

March 3, 1970

cc's sent 3-6-70'

F.B. Klaboe
L.H. Young
T.C. Roake (4)
C.G. Swenson
F.E. Terpin (4)
W.H. Tebeau
L.W. Rulien (2)
R.D. Asburry (4)
C.T. Keasey (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Sir:

We have reviewed the following prospectuses sent with letters of the indicated dates and have the following comments:

January 21, 1970	Walker Road & Jenkins Road Sections FAS 630, Washington County
~~January~~ Feb. 13, 1970	Pleasant Valley-North Beaver Creek Section, Oregon Coast Highway, Tillamook County
February 20, 1970	Drain Section, City Street, Douglas County, Harrisburg Section, FAS 773, Linn County

None of the above projects will have any deleterious effect upon fishery resources and the projects are approved.

NOTED
F. B. KLABOE

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

RECEIVED
FEB 25 1970

FOR FILING
310 - 1738
7412
NOTED
PORTER

PREFIX NO. 310-1415

LOCATION PROSPECTUS
DRAIN ("C" STREET) SECTION
CITY STREET
DOUGLAS COUNTY
2-17-70

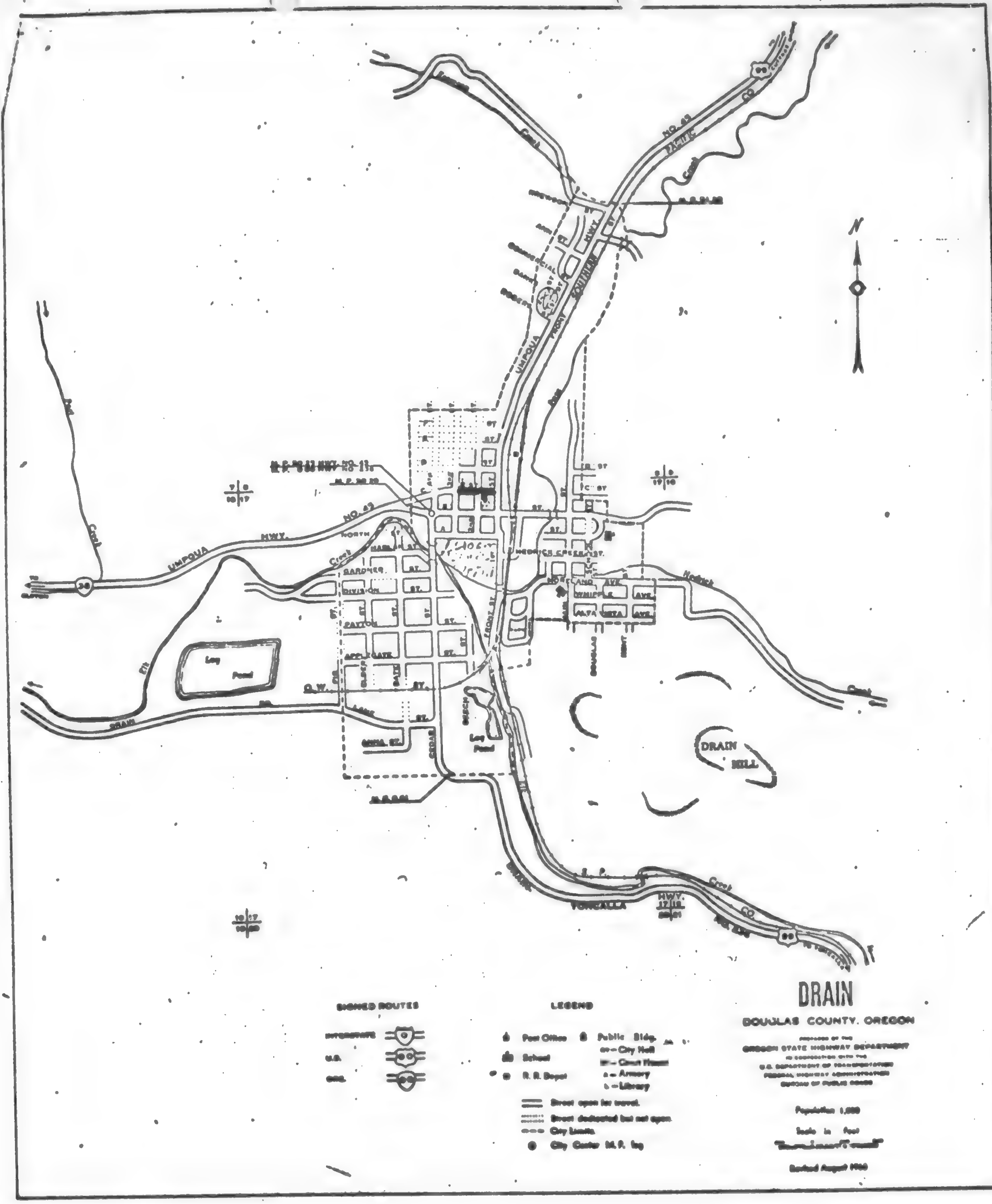
HIGHWAY:	"C" Street. Not on State or Federal highway system.
TERMINI:	The westerly terminus is at 3rd Street and "C" Street. The easterly terminus is at 1st Street and "C" Street.
LENGTH:	900 feet.
PROGRAM:	1970 Special City Allotment Funds.
NARRATIVE:	To prepare plans, specifications and estimates for grading and surfacing on existing alignment. Curbs and drainage are in place and will not be disturbed. Soils investigations will be conducted. City of Drain will furnish a disposal site for waste excavation.
TYPICAL SECTION:	40-foot curb-to-curb section.
MATERIAL:	Commercial sources.
ADD'L FACILITIES:	None.
AGREEMENTS:	Routine City Allotment project.
PARKS:	None.

February 17, 1970
Attachment

NOTED
FORREST COOPER

Oregon State Game Commission
Forrest Cooper
F.B. Klaboe
D. J. Barbee
F.L. Hall
Ivan Merchant (4)
F.D. Morgan
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Jack Rowland
C.G. Swenson
F.E. Terpin
C.T. Keasey (3)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B.L. Gifford
V. J. Johnson
R.E. Olson
Robert Royer
W.H. Tebeau
F.W. Yarbrough (2)

RECEIVED
FEB 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER



NOTED
RICHARD UNREIN

DECEIVED
FEB 25 1970
FOR FILING

310-1738

7412

MISC. CONTRACTS and
AGREEMENTS No. 3884

February 17, 1970

City of Drain
City Hall
Drain, Oregon 97435

Attention: V. R. Thomas
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of "C" Street from First Street to Third Street in your City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conformed agreement attached)

311-1703 Arlington (Cottonwood St.) 1970
Section (Paving)
#7413

CaA 3495

Date November 10, 1970

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1968

Contract # 7413 Prefix 311-1703 Survey Prefix 311-1486

Street Cottonwood

City Arlington

	Payments to Contractor (see attached voucher)	$ 20,675.01
12.1%	Engineering and Contingencies	2,499.25
4.4%	Survey: Total $ 1,028.73 Prorated Share	----
	TOTAL	23,174.26
	Agreed State Share	23,174.26
	Agreed City Share	----
	City Advance Deposit	----

Reference: Outside Billing None

RU

REGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

ORM A-20 (REV. 6-63)

COUNTY GILLIAM

CONTRACT NO. 7413

ESTIMATE NO. 2 Fin

HIGHWAY CITY STREET

FEDERAL AID PROJECT NO.

SECTION ARLINGTON /COTTONWOOD ST/

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
03	9N ASPHALT IN TACK COAT	TON	60.0000	.91
04	9N EXTRA FOR ASPH APPROACHES	ONLY	100.0000	7.000
	PRICE AGREEMENT ITEMS			
0301	9N CLASS 8 ASPH CONC MIX BI 2	TON	13.3000	1,497.775

ATE 09 14 7 PG. 01 7413

EVIOUS VOUCHER NO. 5462

HECKED BY: CP/ea

GINEER OR AUDITOR J. S. Sawyer

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT NO. 7413	ESTIMATE NO. 2 Final	PREFIX NO'S. 311 1703 204 (41)
FEDERAL AID PROJECT NO.		[illegible] 1,084.50 Dr.

COTTONWOOD ST/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TON	60.0000	.910	54.60	54.60	
ONLY	100.0000	7.000	700.00	700.00	
TON	13.3000	1,497.775	19920.41	19920.41	
		TOTAL CONTRACT ITEMS	20675.01	20675.01	
		% RETAINED ON CONTRACT ITEMS		1,084.50	1,084.50
		FORCE ACCOUNT			
		TOTAL PAYMENTS	20,675.01	19,590.51	1,084.50

RECEIVED
SEP 28 1970
FOR FILE

311-1703
7413

September 22, 1970

Fireman's Fund Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity and Surety Dept.

Gentlemen:

Contract No. 7413 awarded to Hermiston Asphalt Products, Inc., for paving Cottonwood Street in Arlington in Gilliam County was completed on July 27, 1970, and accepted by the Highway Commission on September 21, 1970.

Final payment in the amount of $1,044.50 will be released to the contractor after September 29, 1970. The total contract amount is $20,675.01 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Hermiston Asphalt Products, Inc.
P. O. Box 612
Hermiston, Oregon 97838

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
H. S. Coulter

RECEIVED
SEP 22 1970
FOR FILE

311-1703

7413

September 21, 1970

Oregon State Highway Commission

Gentlemen:

Work was completed July 27, 1970, on Contract No. 7413. The contract was with Hermiston Asphalt Products, Inc., and was for paving on the Arlington (Cottonwood Street) Section in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 21, 1970, and that you concur in this procedure at the Commission meeting on September 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
Ivan D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

ms sr

OREGON STATE HIGHWAY DEPARTMENT 09/15/70 PROGRESS ESTIMAT

SECTION ARLINGTON /COTTONWO ST/	COUNTY LIAM		AWARDED 06
		A) 50 CWD	
HIGHWAY CITY STREET	SPECIFIED COMPLETION	B)	EXTENSION
		C)	
TYPE WORK PAVING	CONTRACTOR	HERMISTON ASPH PRODUCTS, INC HERMISTON 97838	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	3/4IN-0 AGGREGATE BASE PA 2	CU YDS	75000	96000	72000		
002	CLASS B ASPHALT CONCRETE PA 3	TONS	140000	1365000	1911000		
003	ASPHALT IN TACK COAT	TON	600000	1000	6000	910	5460
004	EXTRA FOR ASPH APPROACHES	ONLY	1000000	9000	90000	7000	70000
005	EXTRA FOR ASPHALT CURBS PA 2	LIN FT	15000	600000	90000		
	TOTALS FOR ORIG. CONTRACT				2169000		75460
	PRICE AGREEMENTS						
30201	DOCUMENT DELETION OF BI 1 & 5						
30301	CLASS B ASPH CONC MIX BI 2	TON	133000			1497775	1992041
	FORCE ACCOUNTS						
801	FLAGGING 94001						

ROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 5-69)

AWARDED 06 17 70

F.A.P.

CONTRACT NO. 7413

WORK DONE TO.

CWD

EXTENSION

APPROVED

PREFIX 311 1703

A) 29 CWD

ESTIMATED DATE OF COMPLETION:

ASPH PRODUCTS, INC

97838

USED B)

C)

ESTIMATE NO. 002

FINAL

ORRECTED ESTIMATE		PERFORMED TO DATE 07/27/70		TO COMPLETE 07/27/70		GROUP P OR N	NEW TOTAL TO DATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						9N		
						9N		
910	5460	910	5460			9N		
7000	70000	7000	70000			9N		
						9N		
	75460		75460					
						9N		
1497775	1992041	1497775	1992041			9N		
						9N		

OREGON STATE HIGHWAY DEPARTMENT 09/15/70 PROGRESS ESTIMA

SECTION ARLINGTON /COTTONWOO ST/	COUNTY .LIAM		AWARDED 06
HIGHWAY CITY STREET	SPECIFIED COMPLETION	A 50 CWD B C	EXTENSION
TYPE WORK PAVING	CONTRACTOR	HERMISTON ASPH PRODUCTS, INC HERMISTON 97838	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	* TOTAL PAY COSTS				2169000		2067501
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1				15000		
98999	CONTINGENCIES				98280		
99999	ENGINEERING				218400		217499
	GRAND TOTALS				2500680		228500

------ RESIDENT ENGINEER ------------------------ DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 5-69)

AWARDED 06 17 70

F.A.P.

CONTRACT NO. 7413

WORK DONE TO:

O CWD

EXTENSION

APPROVED

A) 29 CWD

PREFIX 311 1703

N ASPH PRODUCTS, INC

USED B)

ESTIMATE NO. 002

ESTIMATED DATE OF COMPLETION:

N 97838

C)

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/27/70		TO COMPLETE 07/27/70		GROUP P OR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	2067501		2067501					
						9N		
	217499		179814		37685			
	2285000		2247315		37685			

DATE

DIVISION ENGINEER

311-1703
7413

FORM E-1 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Arlington (Cottonwood St.)	WEEK ENDING: August 22, 1970
		SECTION PREFIX 311-1703
	HIGHWAY City Street	COUNTY Gilliam
NAME OF JOB Arlington (Cottonwood St.) Section	KIND OF WORK Paving	
CONTRACTOR Hermiston Asphalt Products, Inc.	CONTRACT NUMBER 7413	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 17, 1970	DATE WORK STARTED July 22, 1970	ESTIMATED COMPLETION DATE July 27, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS n/a	WORK DAYS USED n/a
MEN: 0 SUPERVISION: 0	SPECIFIED ~~CALENDAR~~ work DAYS 50	~~CALENDAR~~ work DAYS USED 29
	SPECIFIED COMPLETION DATE n/a	PERCENT OF TIME ELAPSED 58%
PROJECT AUTHORIZATION: $ 25,006.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99%
EXCLUSIVE OF ENGINEERING: $ 22,822.80	ENGINEERING AUTHORIZATION $ 2,184.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,675.01	ENGINEERING COST TO DATE $ 1,950.00 Cost this week 269.65	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: [redacted] UNDERRUN 9.4%	PERCENT OF AUTHORIZATION 89.3 %	July 27, 1970

Including Engineering: UNDERRUN 8.6%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Tons PAVING
MILES IN PROJECT					0.34
MILES PARTIALLY COMPLETED					0.34
MILES COMPLETED					0.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)					1,365
TOTAL QUANTITIES CORRECTED TO DATE					1,497.775
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1,497.775
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		Calendar						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		Project Completed.
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	P. Cloudy			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY	Clear			

RECEIVED
AUG 24 1970
CONSTRUCTION DIVISION
BEN GIFFORD
Routing
Decker
Walker
Johnson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work. Project completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project has been completed.

The Semi-final Estimate was submitted to Regional Office on Thursday, August 20, 1970. Location Data was returned to the Regional Office at the same time.

Mr. O.B. Jackmond, Asst. Reg'l. Eng'r.,was in the office on Tuesday of this week. Mr. John Walker, Asst, Const. Eng'r., Mr. M.D. Glenn, Quality Control Eng'r., And Kenneth L. Berg Field Testing Eng'r., were in the office on Thursday of this week.

This will be the last Weekly Report for this job.

SIGNED J. S. Sawyer
J. S. Sawyer, Res. Eng'r.

LOCATION P.O. Box 420
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

'67 aaa 31.

CITY OF ARLINGTON

ARLINGTON, OREGON

August 13, 1970

Re: Paving on Cottonwood
Street - City of
Arlington

Oregon State Highway Department
Box 420
The Dalles, Oregon 97058

Attention: Mr. Sawyer

Gentlemen:

The Arlington City Council is most happy to accept the paving job on Cottonwood Street which we received under the contract for the 1968 Special City Allotment Program.

They wish to express their appreciation to your office and the entire staff of the Oregon State Highway Department who made this job possible.

Many thanks.

Very truly yours,

City of Arlington

Foster A. Odom
Mayor
By
B. H. Allen
B. H. Allen
Recorder

RECEIVED
COUNTY & CITY SECTION
SEP - 2 1970
☑ ~~ENGR.~~ ☑ COOR. ☐ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

FAO/bha

RECEIVED
AUG 14 1970
J. S. SAWYER

[illegible]
AUG 6 1970
FOR FILING

311-1703
7413

Bid June 5
in minutes

June 17, 1970

Hermiston Asphalt Products, Inc.
P. O. Box 612
Hermiston, Oregon 97838

Gentlemen:

The State Highway Commission on June 12, 1970, accepted your proposal for paving on Cottonwood Street in the City of Arlington in Gilliam County, for the sum of $30,440 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the City of Arlington is received and the sum of $10,320 is deposited by the City.

The State Highway Engineer today awarded you the project in the amount of $21,690, which has been assigned Contract No. 7413. The change in the contract amount was necessary as the City of Arlington could not participate in the full amount. A price agreement is being prepared to take care of the change.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin June 29, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
D. J. Barbee
H. S. Coulter
J. S. Sawyer
William Geibel (SAIF)

7413

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 9, 1970

Hermiston Asphalt Products Company
P.O. Box 272
Pendleton, Oregon 97801

City of Arlington
City Hall
Arlington, Oregon 97812

RECEIVED
JUN 17 1970
ENGINEER
COUNTY & CITY DIVISION

Gentlemen:

The City of Arlington is not financially able to contribute enough toward the Special City Allotment project on Cottonwood Street to award the job on the basis of the low bid unless there is an agreement to reduce the total cost.

The City has asked the State to reduce the length of the project so the cost will come within the financial means available.

The Hermiston Asphalt Products Company is willing to have the project shortened and thereby reduce the paving quantity to about 1365 tons instead of 1990 tons, with the other items remaining the same.

It is estimated that the proposed project cost will be approximately $25,000 which includes 14½% for engineering and contingencies. Any amount above the $25,000 SCA grant shall be borne by the City.

It is to be understood by all parties concerned that the contract based on the bid proposal shall be in full force and effect upon execution, and the above proposed change of length to reduce paving quantity will be by Price Agreement with all unit prices remaining the same as bid June 5, 1970.

If the above proposal is agreeable to the parties concerned, please sign in the spaces provided below.

Very truly yours,

H. S. Cox
County and City Engineer

APPROVED BY:

HERMISTON ASPHALT PRODUCTS COMPANY inc

By Percy E. Jellum
Percy E. Jellum, President

CITY OF ARLINGTON

By Foster A. Odom
Foster A. Odom, Mayor

By B. H. Allen
B. H. Allen, City Recorder

Copies to: B. L. Rose
F. Query
L. H. Young
[illegible]
F. D. Morgan
V. E. Skoog
H. S. Coulter

NOTED
H. S. COX

MEMO TO FILES: 5/10/68

Arlington 1968 Special City Allotment Project

On May 6, 1968, the writer met with the Mayor of Arlington, Leslie E. Grant, and reported that the estimated cost for the 1968 Special City Allotment paving project on Cottonwood Street in Arlington was up to $38,000.

Originally this project was estimated to cost $24,000 with the thought of letting it in conjunction with the then-scheduled Eightmile Road-Shutler Station Section grading and paving project ($393,000) on the John Day Highway just southerly of Arlington. Another possibility was the Rufus-Arlington Section paving project ($4,700,000) on I-80N, which was also then scheduled for letting in 1968.

The subsequent removal and deferment of these projects has, in effect, left the Arlington Special City Allotment project "high and dry" as to receiving reasonable unit prices.

Mayor Grant is in accord with holding this project in abeyance until other construction is scheduled in the Arlington area that would tend to influence receipt of acceptable unit prices.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:eb

cc: Mayor Leslie E. Grant
F. B. Klaboe
F. D. Morgan
L. H. Young
A. F. Parson

NOTED
DON HARWELL

Arlington (Cottonwood St) Sec.
Gilliam County

Johnson 4-29

1	Temporary Protection & Direction of Traffic	All Specified		600-
2	Preparation of Old Roadbed	All Specified		400
3	Watering	3 M-Gals	5.50	16.50
4	3/4"-0 Material in Base	96 cu. yds	6-	576.-
5	Asphalt in Tack Coat	1 ton	100-	100-
6	Class "B" Asphalt Concrete	1990 ton	15-	29,850-
7	Extra for A.C. Conc. Approaches	9 only	50-	450
8	Extra for A.C. Conc. Curbs	600 lin. ft	1.25	750-
				32742.50
				400-
				33142.50
		14 1/2 E & C.		4805.66
				37941.16.
		P.E. Approx.		307.00
				$38248.16

Flagging. 400

RECEIVED
MAY 6 - 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

CITY OF ARLINGTON

ARLINGTON, OREGON

May 1, 1968

RECEIVED
MAY 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

Richard Unrein, Field Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Unrein:

At the Special City Council Meeting Tuesday June 30, 1968 the following action was taken.

Motion by George McClaskey with 2nd by Arthur Clough, that the city accept the paving on Cottonwood Street. Roll call vote, all yes.

The city shall continue seeking for more paving to go along with this contract to lower the costs. The work mentioned in your letter of April 5, will be completed by the city previous to the start of the contract.

Enclosed please find a copy of Sketch Map on the Cottonwood Street job, signed by the Mayor. Any other aid in the matter will be given by the city.

Very truly yours,

City of Arlington

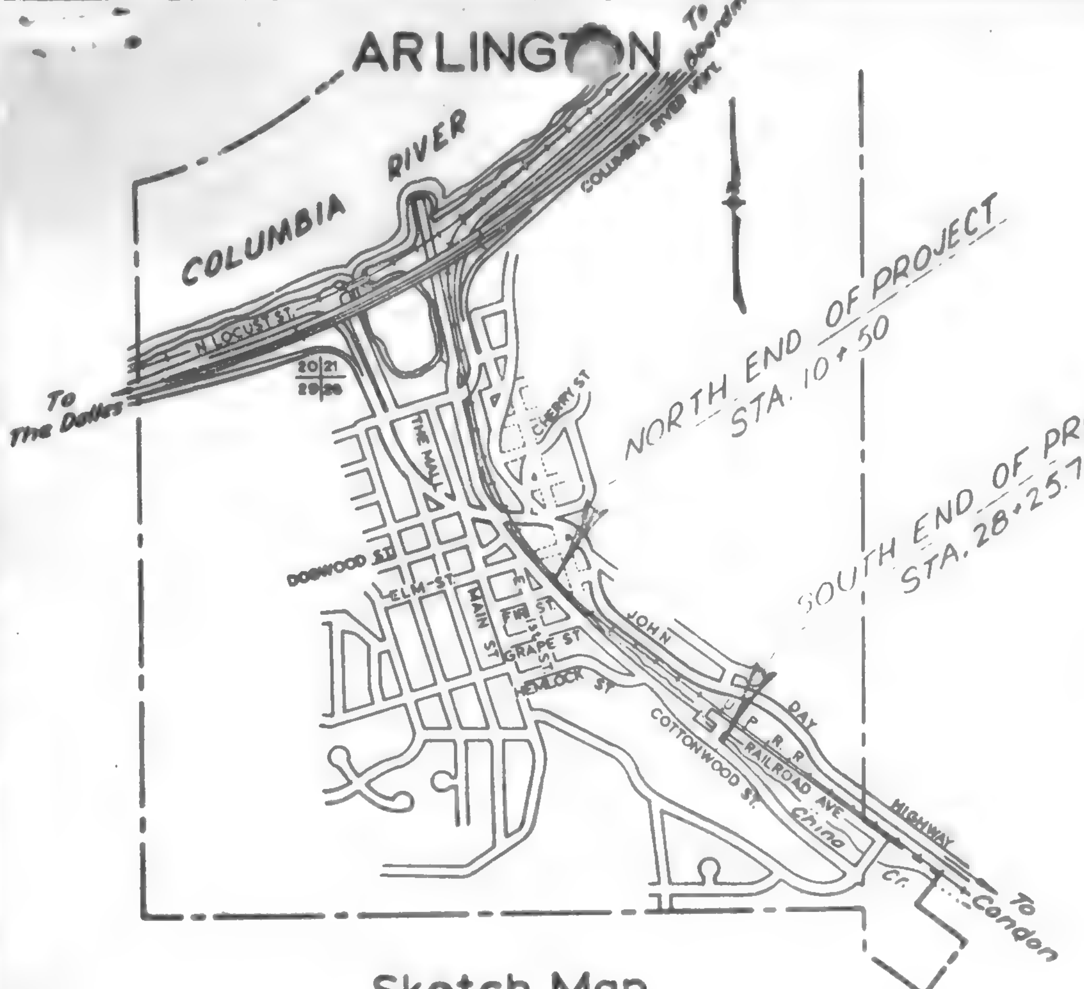
B. H. Allen

B. H. Allen
Recorder

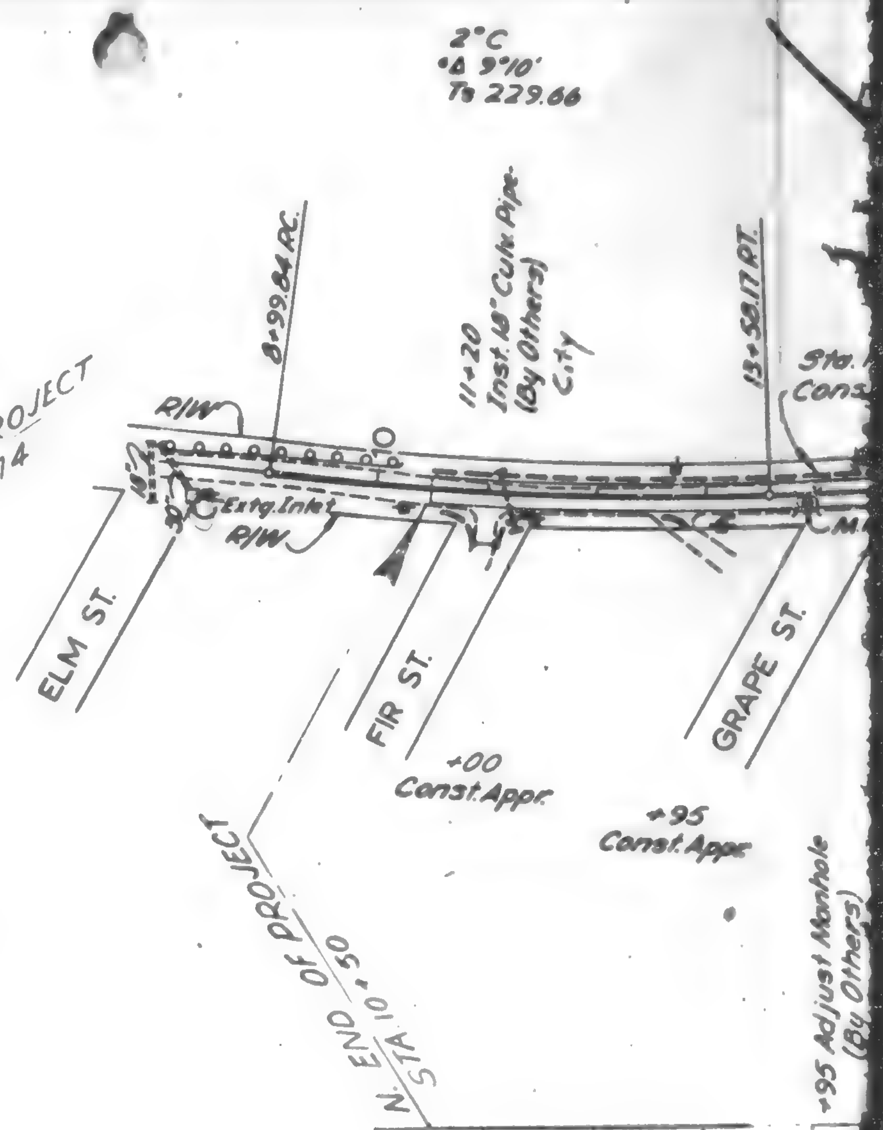
Enclosure:

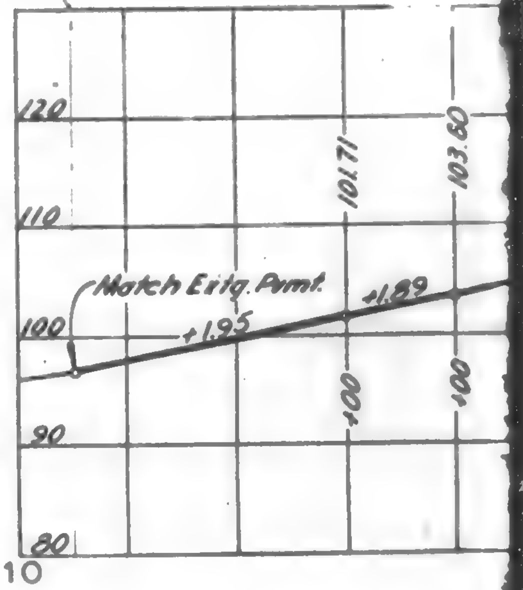
NOTED
RICHARD UNREIN

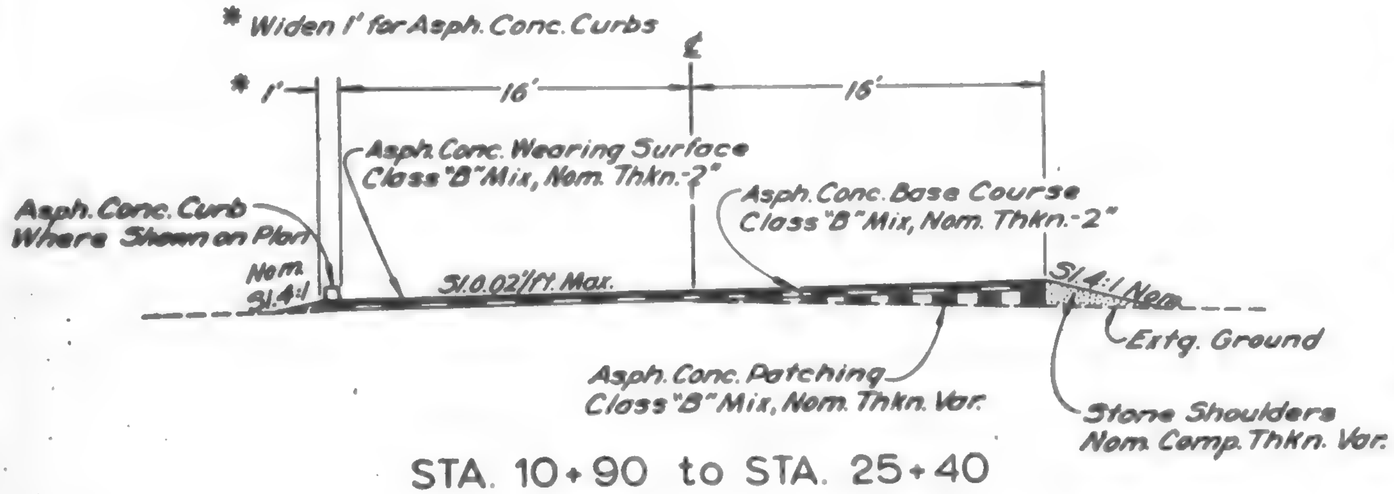
NOTED
DON HARWELL



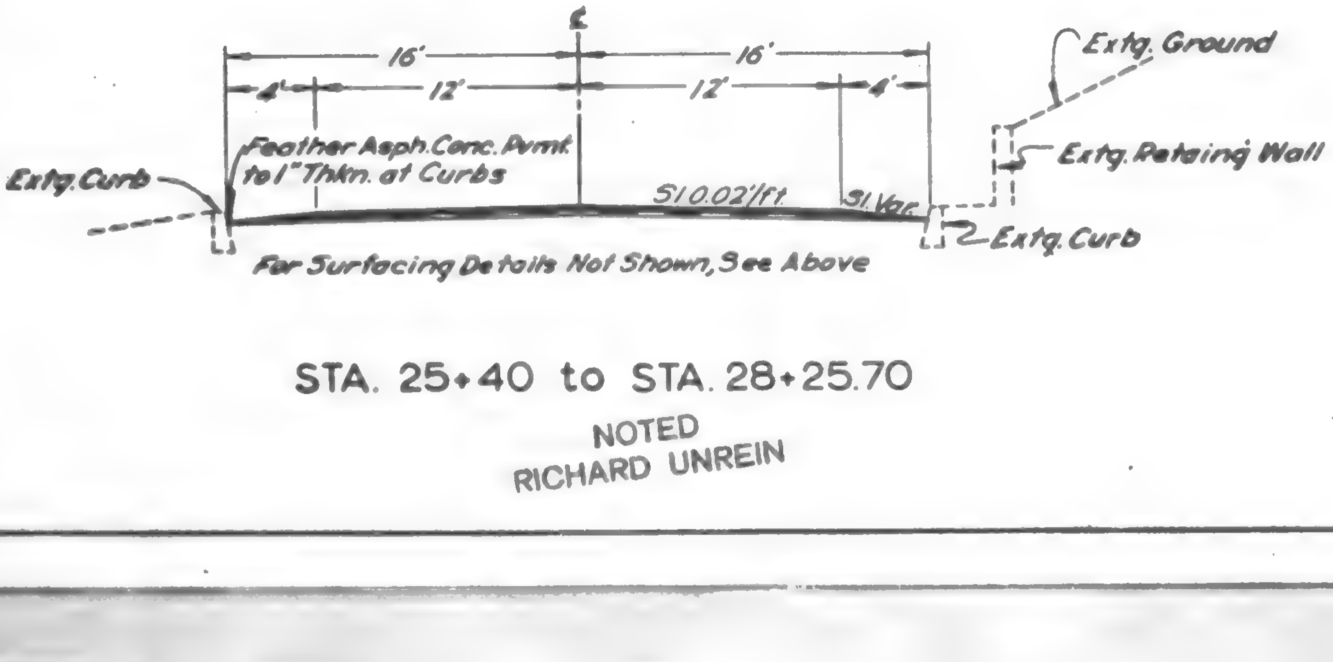
Sketch Map






* Widen 1' for Asph. Conc. Curbs
℄
* 1'
16'
16'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thkn.-2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-2"
Asph. Conc. Curb Where Shown on Plan
Nom. Sl. 4:1
Sl. 0.02'/ft. Max.
Sl. 4:1 Nom.
Extg. Ground
Asph. Conc. Patching Class "B" Mix, Nom. Thkn. Var.
Stone Shoulders Nom. Comp. Thkn. Var.

STA. 10+90 to STA. 25+40


℄
16'
16'
4'
12'
12'
4'
Extg. Ground
Extg. Retaing Wall
Feather Asph. Conc. Pvmt. to 1" Thkn. at Curbs
Extg. Curb
Sl. 0.02'/ft.
Sl. Var.
Extg. Curb
For Surfacing Details Not Shown, See Above

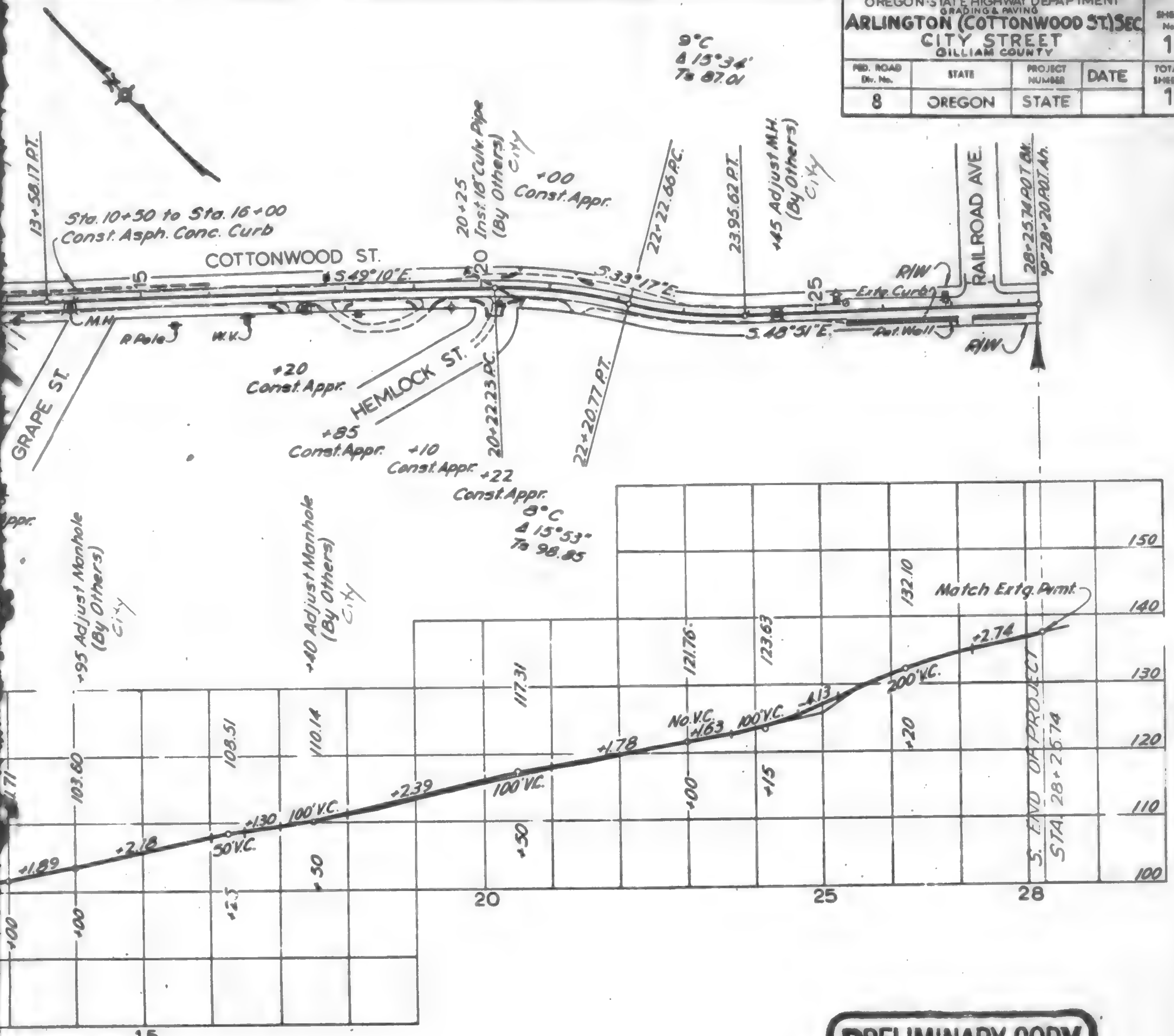
STA. 25+40 to STA. 28+25.70

NOTED
RICHARD UNREIN

APPROVED
CITY OF Arl
BY MAYOR Les
BY RECORDER
DATE 4-30

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
ARLINGTON (COTTONWOOD ST.) SEC.
CITY STREET
GILLIAM COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	SHEET No. / TOTAL SHEETS
8	OREGON	STATE		1 1



D
Arlington
OR Leslie E Grant
RDER B. H. Allen
4-30-68

PRELIMINARY COPY
APR 4 1968
SUBJECT to CHANGE
ROAD DESIGN SECTION

RECEIVED
MAY 2 - 1968
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
APR 4 - 1968
ENGINEER
COUNTY & CITY DIVISION

7413

Narrative Report of Survey

This is a special city allotment project for the construction of 0.32 miles of roadway paving on the Cottonwood Street section, a city street in the City of Arlington.

The alignment on the project generally follows the existing roadway. If moneys are available, the city has requested that the project be extended approximately 300 feet northerly. If such be the case, they in turn will remove the existing guardrail on the easterly side of the roadway, widen the fill in that area so adequate width can be had and replace the guardrail. Simple curves were used to fit the existing roadway.

Grades generally follow the existing roadway. At the Mayor's request, a shed roof section has been figured, and will require a considerable amount of patching to bring the roadbed into shape. Station 10+90 to 19±, shed roof section, station 19 to 25+40, super elevations not to be over 0.02 per foot, station 25+40 to end of project, crown section to fit the existing curbs. The existing roadbed from station 10+90 to 20± generally slopes to the southwest, with a depression built into the southerly traffic lane to carry drainage. The Mayor's explanation of this was that the water draining from the roadway and surrounding terrain, washed material from the northerly shoulder. With the use of a shed roof section, it would be necessary to construct an Asphaltic concrete curb to carry accumulated waters along the northerly shoulder line, with occasional openings. The city official stated that at the completion of the project, they would install drain pipes at these openings to prevent wash of the fills.

City officials stated that they intended to install an 18 inch culvert at approximately station 11+20, prior to the commencement of work on this project.

Several manholes and water meters will have to be adjusted. This work will be done by the city.

Work shall be performed within the existing right of way.

No utility poles will be required to be moved.

There are no railroad crossings or navigable streams involved in this project.

Cost of construction is estimated to be $29,700. If it is decided to extend the project, the additional work is estimated to cost $4,400.

Materials can be obtained from the state controlled quarry, 0.3 miles westerly of mile point 4.2 on the John Day Highway.

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT
NTITY SUMMARY & COST ESTI TE

Sheet 1 of 1 Sheets

ection Cottonwood Street (Arlington) Unit Sta. 10+90 to 28+00 (Fir - RR)
ighway City Street County Gilliam Prefix 311-1486
ength 0.32 Designer Hildebrandt Draftsman ______ Date 2/20/68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Preparation of old R/S	all	100%	-	100%		500
2. 3/4"-0 Cr. Matr's in shldrs	cu. yd.	85	10	95	5.00	475
3. Watering 3	M. Gal.	2	1	3	3.00	9
4. Asphalt in Tack Coat	Ton	1	-	1	60.00	60
5. Class "B" Asph. Conc. Mix	Ton	1323	127	1450	10.00	14,500
6. Class "B" A.C. in Patching	Ton	483	47	1980 TON 530 $11.40/TON	8.00	4,240
7. Asph Cement in Mix	Ton	99	11	110	35.00	3,850
8. Extra for A.C. Apprs	each	9	1	10	40.00	400
9. Asph. Conc. Curbs	lin. ft.	300	30	330	1.30	429
				Sub total		24,463
				Flagging State's Share		300
				20% Engineering and Contingencies		4,937

900 Est. Survey

$29,700

City share P.E. = 143

TOTAL 29,843

NOTED
RICHARD UNREIN

Total $29,700

OREGON STATE HIGHWAY DEPARTMENT
(NTITY SUMMARY & COST ESTI TE

Sheet 1 of 1 Sheets

ection Cottonwood St. (Arlington) Unit Sta. 8+00 - 10+90

ighway City Street County Gilliam Prefix 311-1486

ength 0.06 Designer Hildebrandt Draftsman Date 2/21/68

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Class "B" Asph. Conc. Mix	Ton	243	27	270	10.00	2,700
2. Asph Cement in Mix	Ton	13	1	14	35.00	490
3. Estra for A.C. Apprs.	each	2	-	2	40.00	80
4. Asphaltic Conc. Curbs	lin. ft.	290	10	300	1.30	390
						3,660
		20% Engineering and Contingencies				740

Total $4,400

FORM 2-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

February 15, 1968

City of Arlington
City Hall
Arlington, Oregon 97812

Attention: Mr. B. H. Allen
City Recorder

RECEIVED
FEB 15 1968
ENGINEER
COUNTY & CITY DIVISION

C & A 3495

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering improvement to Cottonwood Street from Fir Street to Railroad Avenue in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc H. S. Cox ✓
(conformed copy)

NOTED
RICHARD UNREIN
Dist. made
2-16-68 KH

SCA

RECEIVED
DEC 27 1967
ENGINEER
COUNTY & CITY DIVISION

1- -67

Prefix No. 311-1486

NOTED
H. S. COX

LOCATION PROSPECTUS
COTTONWOOD STREET SECTION
CITY OF ARLINGTON - GILLIAM COUNTY

HIGHWAY: Cottonwood Street, city of Arlington. Not on State or Federal highway system.

TERMINI: The northerly terminus is at the intersection of Cottonwood Street and Fir Street. The southerly terminus is at the intersection of Cottonwood Street and Railroad Street.

LENGTH: 0.34 mile.

PROGRAM: 1968 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for paving on existing alignment.

TYPICAL SECTION: 32-foot NO ~~curb to curb~~ street section. ← No Curbs

BASE DESIGN: 4 inch A . C. overlay.

MATERIAL SOURCE: - Will be determined during the survey.

ADDITIONAL FACILITIES: City will adjust water mains, sewers, etc. There are no railroad crossings or major stream crossings.

AGREEMENTS: Routine negotiations for Special City Allotment projects.

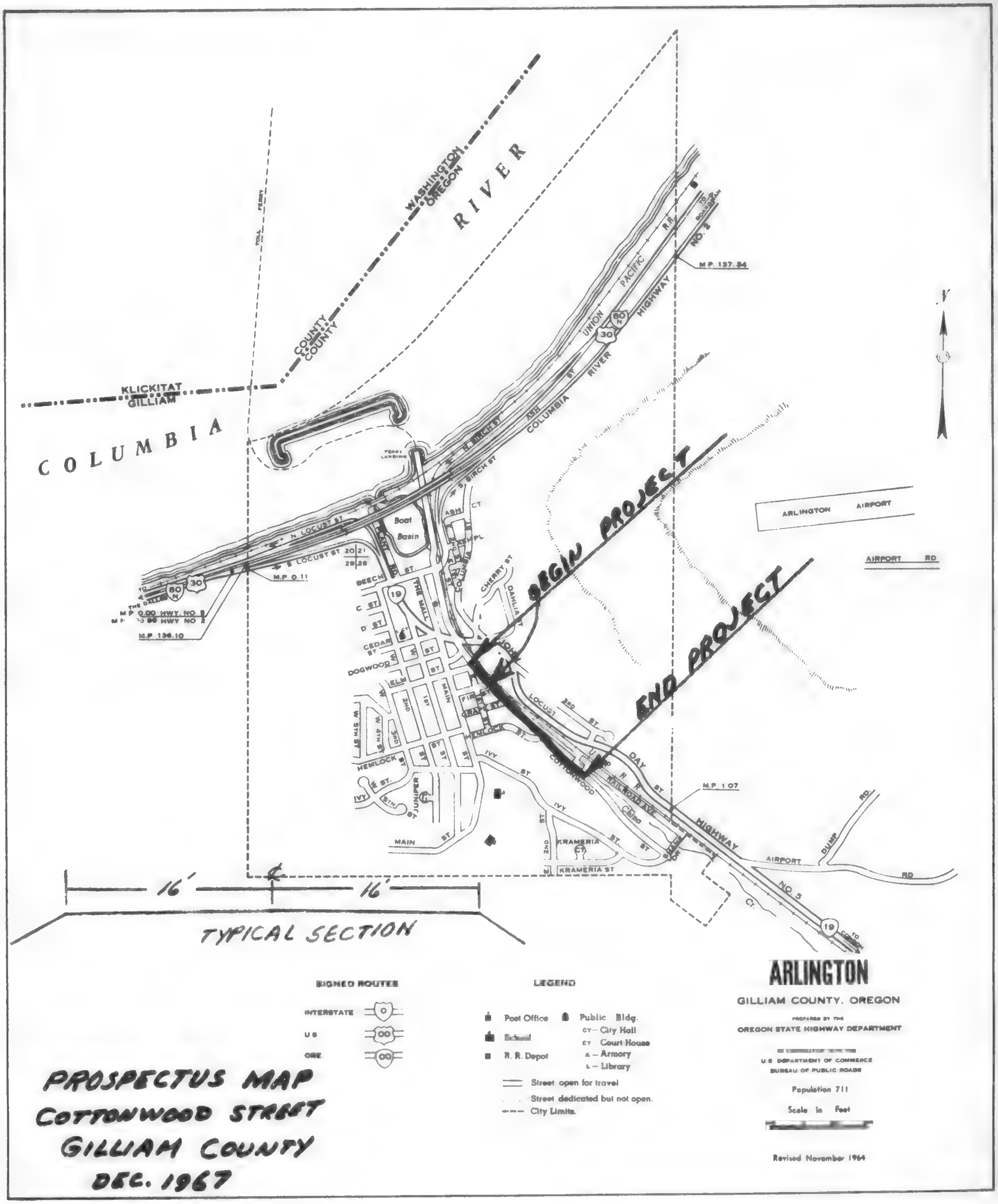
PARKS: None.

December 27, 1967
Attach.

cc:
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
RICHARD UNREIN

NOTED
DON HARWELL



PROSPECTUS MAP
COTTONWOOD STREET
GILLIAM COUNTY
DEC. 1967

RECEIVED
NOV 29 1967
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

Section COTTONWOOD STREET Highway City of Arlington County Gilliam Prefix ____

Res. Engr. ____ Approx. Length ____ Miles. Sta. ____ to Sta. ____ Date 11-17-67

Truck A.D.T. 31 Traffic Coefficient 7.0 18 kip s.a. per day 21.8.

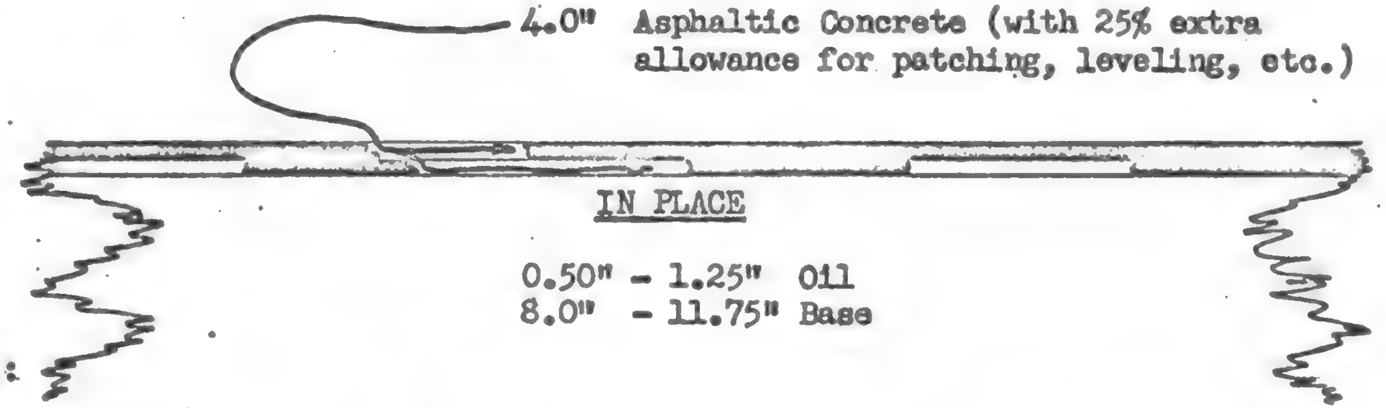
Annual Precipitation 9"± Frost Penetration 20"±.

(1)
Typical Soil
LL
PI
98 %P 10
74 %P200
2 %Gravel
3 %C Sand
22 %F Sand
71 %Silt
2 %Clay
36 "R" Value
[redacted]

11-17-67

AASHO CLASSIFICATION:
A-5 (10)

MATERIAL SOURCES:
To be determined by Engineer.



4.0" Asphaltic Concrete (with 25% extra allowance for patching, leveling, etc.)

IN PLACE
0.50" - 1.25" Oil
8.0" - 11.75" Base

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	IN PLACE	Average	
	1.0	1.0	Oil
	5.0	9.5	Base
15.5	14.0	14.5	

1.0" "New" Asphaltic Concrete = 2.0" Crushed Base
1.0" "Existing" Oil Mat = 1.0" Crushed Base
1.0" "Existing" Base = 0.5" Crushed Base

1-23-68
C.N. [illegible] copy all.

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer
County - City (2)

Submitted by ____ for Staff Assistant

Recommended by O A White
Engineer of Materials

Recommended by ____ asst Construction Engineer

Approved by ____
Asst. State Highway Engineer

SECTION: COTTONWOOD STREET
HIGHWAY: City of Arlington
COUNTY: Gilliam

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1967 Present ADT 600 (Total)

B. 1987 Future ADT 950 (Total)

C. Mean ADT 775 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 8 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .04 x (C) 775 = 31

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 31 x (H) 100 % = 31

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669

= 7.0

SECTION: COTTONWOOD STREET

HIGHWAY: City of Arlington

COUNTY: Gilliam

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not applicable
10. Stimulation of Competition: Not applicable
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City requested A.C.
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the proposed plans for this project are to overlay an existing oil mat with A.C.

S.C.A. INVESTIGATION DATA

City of Arlington Date Oct 8, 1967 Division V
Street (s) Cottonwood St from Fir St to R.R. Ave.
No. previous projects 0
Last project — (year)
Total SCA Funds to date $ 0

EXISTING

Surface now in place: A.C. — Oil X Gravel — Concrete —
Surface width: 28± feet, Shoulder-shoulder width: 34± feet
C-C width: 34 - feet, Right-of-way width: 60+- feet

Remarks: Existing oiled surface is deteriorating from hvy traffic - Greyhound buses, cement trucks etc. Met with Mayor Grant & he said to limit project from Grape to R.R. Ave. good project

PROPOSED

Surfacing: A.C. X Oil — Gravel — Concrete —
Pave width: 24 feet Shoulder width: 4 paved feet C-C width: — feet
Thickness of: A.C. 4" inches, Leveling — inches, Base — inches
Length: 1500 feet, 0.29 mile. Type curb: —

Remarks: Place 4" of A.C. 32' in width with 25% allowance for patching & truing existing surface.

ESTIMATE

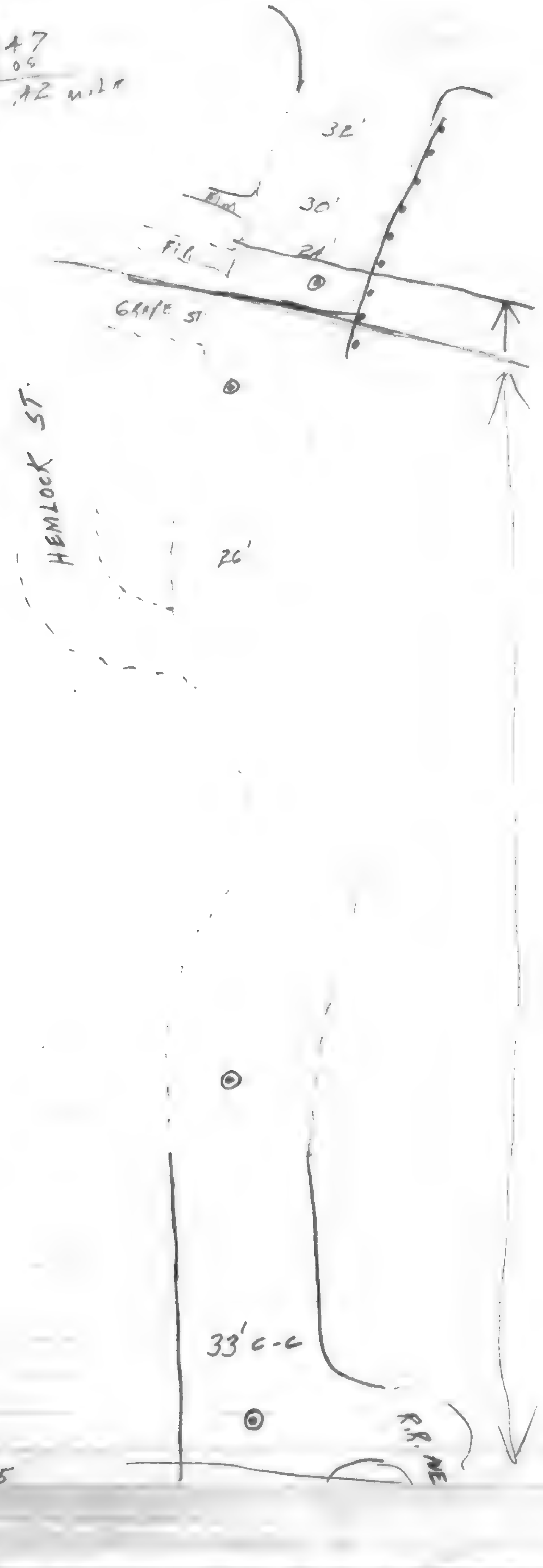
Item	Unit	Gross*	Price	Amount
Clearing	All	All	L.S.	$ —
General Excavation	c.y.	—	—	—
Drainage Excavation	c.y.	—	—	—
Culvert Pipe	lin. ft.	—	—	—
Base Material (1-1/2-0)	c.y.	—	—	—
Level Material (3/4-0)	c.y.	—	—	—
Asphalt	ton	1926	10.00	19,260
Inlets	ea.	—	—	—
Manholes	ea.	—	—	—
Concrete Curbs	c.y.	—	—	—
Concrete Walks and Drives	sq. yd.	—	—	—
Watering	M/gal.	—	—	—
Extra for Approaches	ea.	6	50.00	300
Adjust. [redacted] M.H.'s	ea.	5	100.00	500
Other		—	—	—

* Items include 10% allowance.

Total	$ 20,060
Engineering & Contingencies (20%)	4012
TOTAL	$ 24,072
City's Estimated Share of Survey	—
TOTAL ESTIMATED COST	$ 24,000

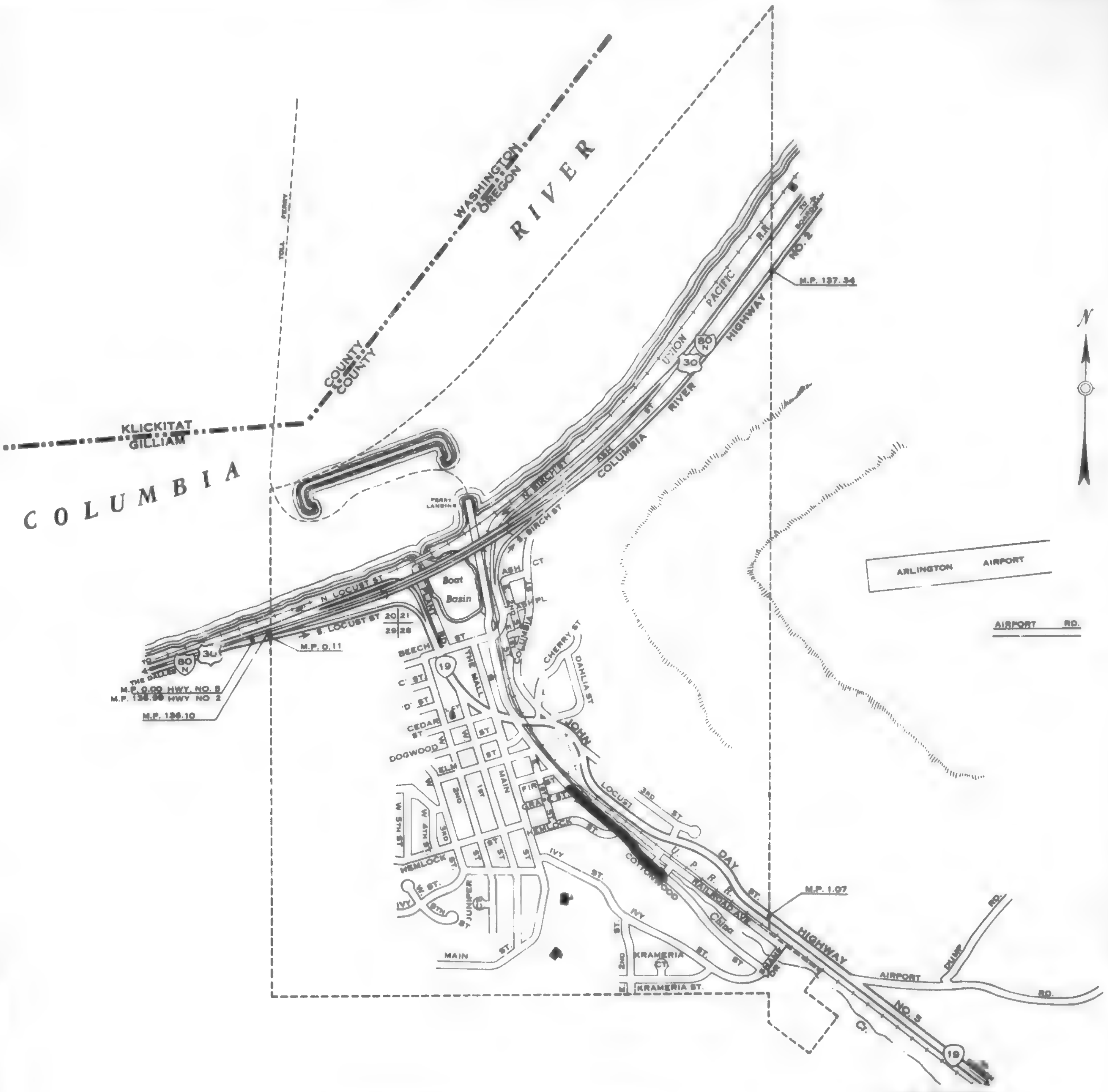
N ↑

3.47
-3.05
.42 mile



A.C. = ~~85.6 x 15 sta = 1284 Ton~~
+25% A~~llow~~ 321
1605

A.C. = 85.6 x 18 sta = 1541 Ton
+25% Allow 385
1926



ARLINGTON

GILLIAM COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 711

Scale in Feet

Revised November 1964

7413

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MAR 24 1967
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COUNTY & CITY DIVISION

SCA

NOTED
RICHARD UNREIN

PROJECT DATA, CITY OF Arlington Date March 16, 1967

To be financed by Special City Allotment Fund and necessary city funds.

Street name Cottonwood Street
(Locate project on attached map.)

Project length 1350 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 30 feet, width of shoulders: 5 feet

Curbed section; width curb to curb: ____ feet

Remarks ____

Surface now in place: Oil x Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: Variable feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: Only street intersection is at Hemlock Street
50 foot street

Are intersecting streets curbed? Yes ____ No x

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: ____

NOTED
RICHARD UNREIN

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No_x__

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No_x__

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____

STORM SEWERS -

Now in place?. Yes____ No_See note below.

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes____ No____ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: ___6___feet minimum

Remarks No storm drains are necessary on this street as drainage is into existing large drainage canal on the East side of street.

SCA

NOTED
RICHARD UNREIN

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ____

If yes, how deep from present surface? 3 feet minimum

Remarks ______________________________

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ____ No x

Asphaltic concrete? Yes ____ No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No x (If yes, please include copy of ordinance.)

Remarks ______________________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No ____

Electric poles? Yes x No ____

Which company? Pacific Power & Light
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ____

Which company? Pacific Northwest Bell

Railroad tracks? Yes ____ No x

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ______________________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes x No ___

Clearing? Yes x No ___

Base rock? Yes x No ___

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks The items as shown above have been completed previously and some leveling course and paving are all that is to be done now.

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date ___

Has city established grade on street? Yes x No ___
(If yes, please include copy of data.)

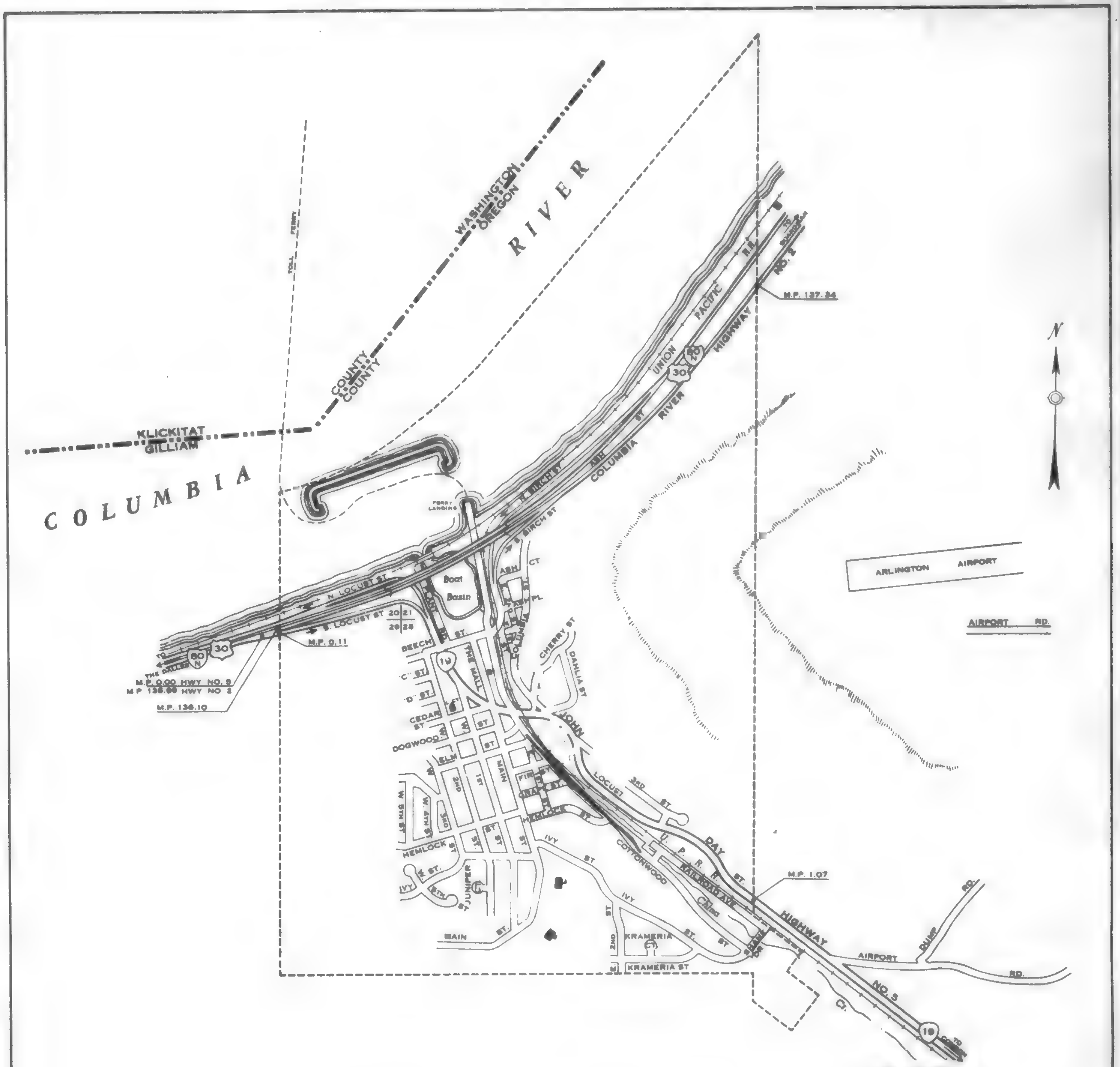
Please indicate site for disposal of excess excavated material: ___

General remarks: ___

By Leslie E. Grant
Mayor

By B. H. Allen
City Recorder or City Manager

By
City Engineer



SIGNED ROUTES

INTERSTATE ⛉
U.S. ⛉
ORE. ⛉

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

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OREGON STATE HIGHWAY DEPARTMENT

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-8-

2-16-67

NOTED
RICHARD UNREIN

RESOLUTION #85

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Arlington is an incorporated city of the State of Oregon and has a population of 940 as given by the latest official census; and

WHEREAS, the following streets of said city,

Cottonwood Street

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FEB 17 1967
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

NOTED
RICHARD UNREIN

4. That the City of Arlington does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Leslie E. Grant as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of February, 1967.

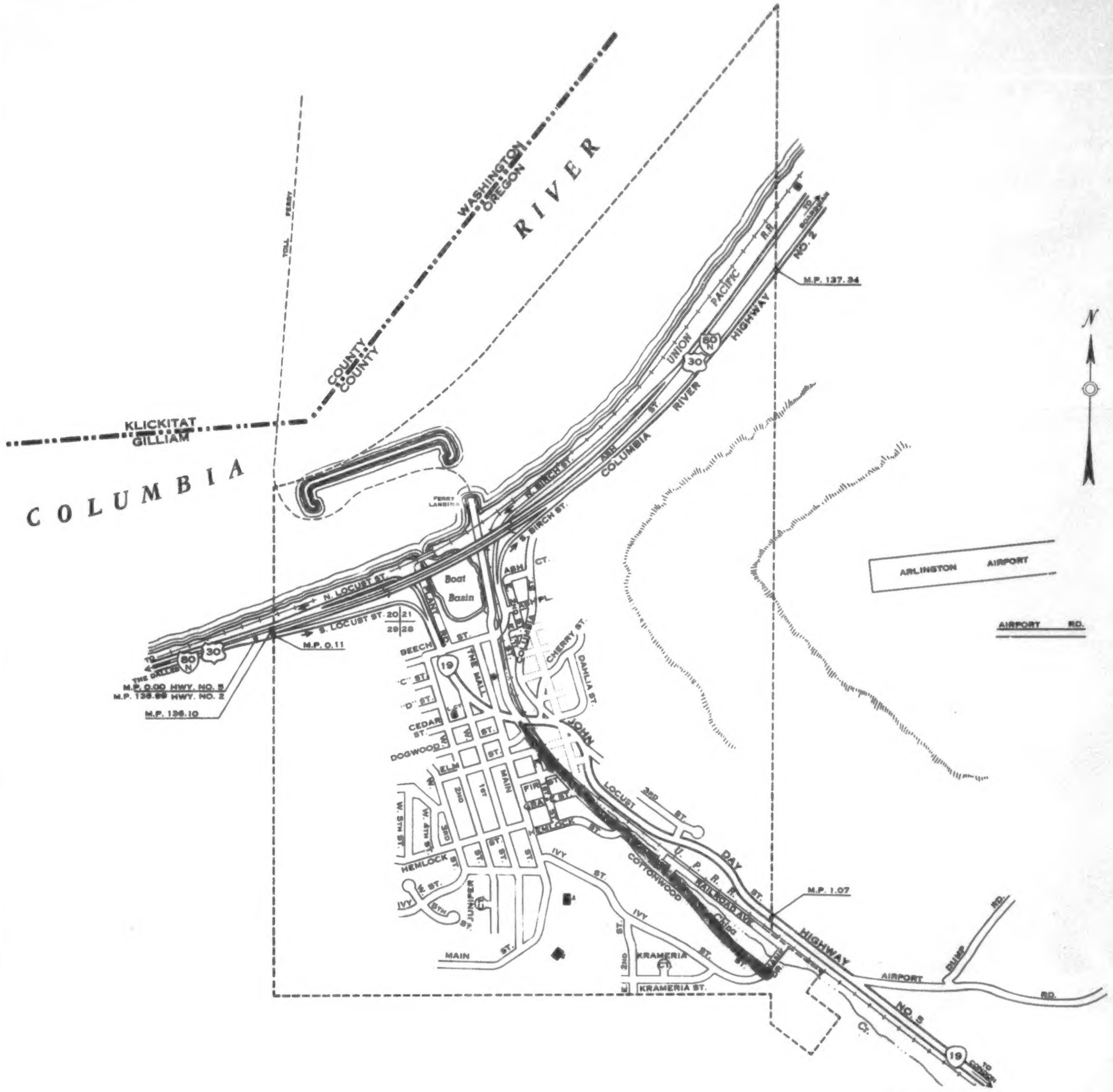
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Arlington at a regular or special meeting of said Council, held on the 8th day of February, 1967, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of February, 1967.

B. H. Allen
City Recorder



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No Co. Rd's

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with Contract # 7365 Ends with: Contract # 7413

FLASH CARDS: Begin Each Contract

Remarks:

Reel No. 145 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm